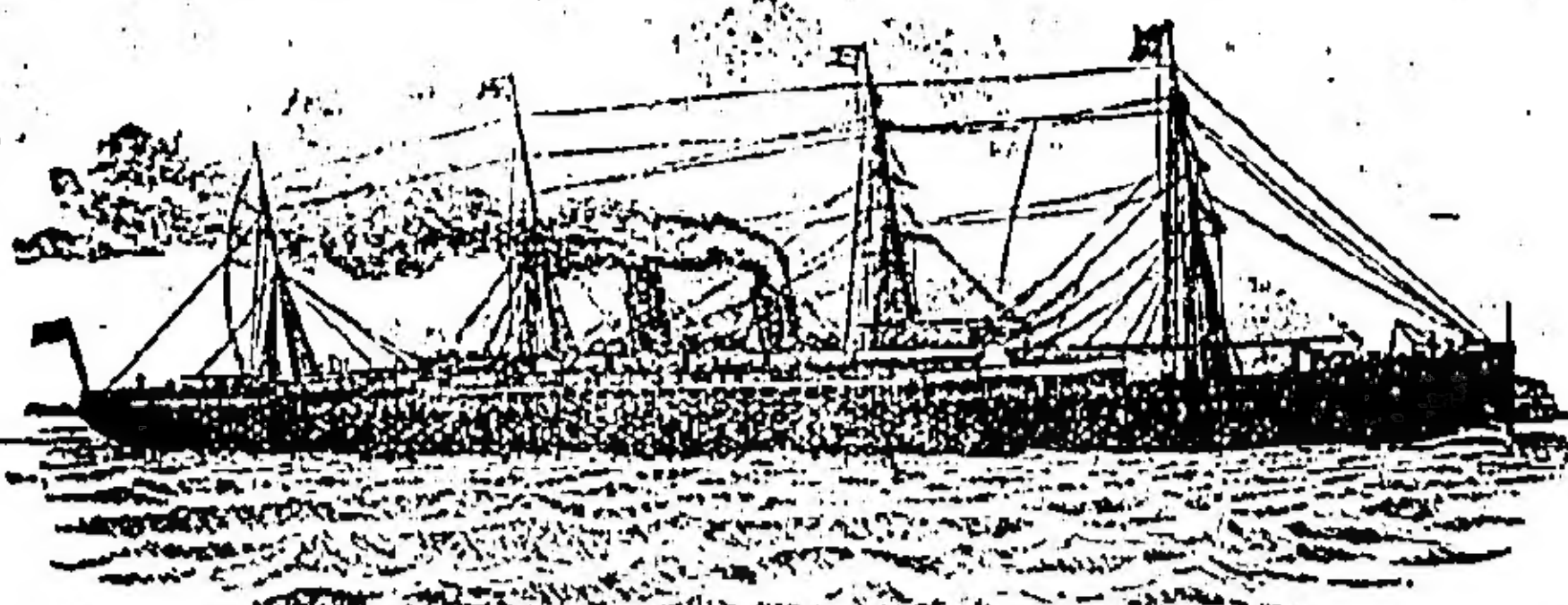






## Mails.

## U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,  
TOYO KISEN KAISHA.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO,  
CENTRAL AND SOUTH AMERICA AND EUROPE.

## PROPOSED SAILINGS FROM HONGKONG.

"DORIC" .....	4,784 Gross Tons	SATURDAY, 14th November, at Daylight.
"NIPPON MARU" .....	6,307 "	TUESDAY, 24th November, at Noon.
"SIBERIA" .....	11,284 "	WEDNESDAY, 2nd December, at Noon.
"COPTIC" .....	4,352 "	WEDNESDAY, 9th December, at Noon.
"AMERICA MARU" .....	6,307 "	FRIDAY, 18th December, at Noon.
"KOREA" .....	11,276 "	SATURDAY, 26th December, at Noon.
"GAELIC" .....	4,205 "	SATURDAY, 2nd January, 1904, at Noon.
"HONGKONG MARU" .....	6,307 "	SATURDAY, 9th January, at Noon.
"GUINA" .....	5,060 "	TUESDAY, 19th January, at Noon.

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 11,276 tons, Oct. 18th-28th, 1902; 10 days, 15 hours.

The O. & O. Company's Steamship "DORIC" will be despatched for SAN FRANCISCO, via MACAO, SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 14th instant, at Daylight, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point on route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are granted and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

## FEATURES OF THIS LINE.

The largest and steadiest passenger ships on the Pacific. Southern Route; passengers enjoy out-door throughout; deck bathing. The call at Honolulu, Oahu, the most fertile and beautiful island of the Pacific. The only line to San Francisco, the greatest port of the Pacific.

Sailings positively on schedule date.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

Hongkong, 10th November, 1903.

J. STUART THOMSON, Acting Agent.

CANADIAN PACIFIC RAILWAY COY.'S  
ROYAL MAIL STEAMSHIP LINE.

## SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA  
AND THE UNITED STATES.

(Calling at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

"EMPIRESS" Twin Screw Steamships—5,000 Tons—10,000 Horse Power—Speed 19 Knots.

## PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

R.M.S. "EMPIRESS OF INDIA" .....	6,000 Tons	WEDNESDAY, 18th November.
"EMPIRESS OF JAPAN" .....	6,000 "	WEDNESDAY, 16th December.
"EMPIRESS OF CHINA" .....	6,000 "	WEDNESDAY, 13th January, 1904.
"ATHENIAN" .....	3,882 "	WEDNESDAY, 27th January.
"EMPIRESS OF INDIA" .....	6,000 "	WEDNESDAY, 10th February.
"TARTAR" .....	4,425 "	WEDNESDAY, 24th February.
"EMPIRESS OF JAPAN" .....	6,000 "	WEDNESDAY, 9th March.
"EMPIRESS OF CHINA" .....	6,000 "	WEDNESDAY, 30th March.
"EMPIRESS OF INDIA" .....	6,000 "	WEDNESDAY, 20th April.
"ATHENIAN" .....	3,882 "	WEDNESDAY, 27th April.
"EMPIRESS OF JAPAN" .....	6,000 "	WEDNESDAY, 11th May.

The magnificent "EMPIRESS" Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, ("TARTAR" and "ATHENIAN" 14 DAYS), saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to  
D. E. BROWN, General Agent,  
HONGKONG, 1st September, 1903.

HAMBURG-AMERIKA LINIE.  
NORDDEUTSCHER LLOYD.  
OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

## PROPOSED SAILINGS FROM HONGKONG.

## SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
CANADIA .....	ANTWERP and HAMBURG. (Calling at SINGAPORE and COLOMBO).	12th Nov. Freight.
MARBURG .....	HAVRE, BREMEN and HAMBURG. (Calling at SINGAPORE and COLOMBO).	21st Nov. Freight.
SUEVIA .....	HAVRE and HAMBURG. (Calling at SINGAPORE and PENANG).	1st Dec. Freight.
ARAGONIA .....	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO).	15th Dec. Freight.
NURNBERG .....	HAVRE and HAMBURG. (Calling at SINGAPORE and PENANG).	29th Dec. Freight.
AMBRICA .....	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO).	5th January, 1904. Freight.
NUBIA .....	NEW YORK via SUEZ.	About end of December. Freight.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,  
HONGKONG OFFICE,  
No. 1, Queen's Buildings.

Hongkong, 4th November, 1903.

## Shipping—Steamers.

HONGKONG, CANTON, MACAO AND  
WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO  
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION  
COMPANY, LTD.

## HONGKONG-CANTON LINE.

S.S. "HONAN" .....	2,363 tons	Captain H. D. Jones.
"POWAN" .....	2,138 "	G. F. Morrison, R.N.R.
"FATSHAN" .....	2,263 "	A. W. Dix n.
"HANKOW" .....	3,073 "	C. V. Lloyd.
"KINSHAN" .....	2,860 "	J. J. Lussius.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted) and at 5.30 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M. and 5 P.M. (Sunday excepted). These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.  
HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN" .....	1,998 tons	Captain W. E. Clarke.
------------------------	------------	-----------------------

Departures from Hongkong to Macao daily at 2 P.M. } Sunday  
Do. from Macao to Hongkong daily at 8 A.M. } excepted.

## CANTON-MACAO LINE.

S.S. "LUNGSHAN" .....	2,119 tons	Captain T. Hamlin.
-----------------------	------------	--------------------

This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

## CANTON-WUCHOW LINE.

S.S. "SINAM" .....	588 tons	Captain B. Branch.
"NANNING" .....	563 "	C. Butchart.
"TAK HING" .....	618 "	R. D. Thomas.

Departures from Canton and Wuchow about five times every week. Round trips take about 5 days. These vessels have Superior Cabin accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—  
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,  
18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel.  
Or of BUTTERFIELD & SWIRE,  
Agents, CHINA NAVIGATION CO., LTD

Hongkong, 7th November, 1903.

## Intimations.

PORTRAITS, GROUPS, ENLARGING, AND  
COPYING IN ALL SIZES.

AMATEUR WORK GIVEN SPECIAL  
ATTENTION.

FULL LINE OF SUPPLIES  
ALWAYS IN STOCK.

C. W. CLARK,  
No. 4, ICE HOUSE STREET,  
Between Queen's Road and Des Vaux Road.

ORIENTAL  
COSTUMES AND  
FANCY DRAPERIES  
FURNISHED.

WORK—GUARANTEED TO BE  
THE BEST IN THE COLONY.

LADIES' SPECIAL TOILET ROOM.

964c] PATRONAGE RESPECTFULLY SOLICITED.

THE CONNAUGHT HOUSE,  
QUEEN'S ROAD CENTRAL.

A FIRST CLASS HOTEL SITUATED NEAR THE BANKS AND PRINCIPAL  
OFFICES. EXCELLENT CUISINE AND WINES.

Large and lofty Rooms Elegantly Furnished. Hydraulic Elevator.  
Hot and Cold Water throughout. Special Rates for Tourists.  
Launch Service for Guests.

For Terms, apply to

THE MANAGER.

Hongkong, 1st November, 1902.

## INCANDESCENT GAS LIGHT.

The attention of consumers is drawn to the fact that

the Undersigned, being Sole Agents for  
DR. AUER VON WELSBACH Co.,  
VIENNA,

THE INVENTORS OF INCANDESCENT  
GAS LIGHT.

ARE SELLING THE ONLY GENUINE MANTLES;  
The Price of which has been reduced to  
FIFTY CENTS per piece.

BEWARE OF INFERIOR IMITATIONS!

KRUSE & Co.,  
CONNAUGHT HOUSE.

954c]

## HOTEL CRAIGIEBURN,

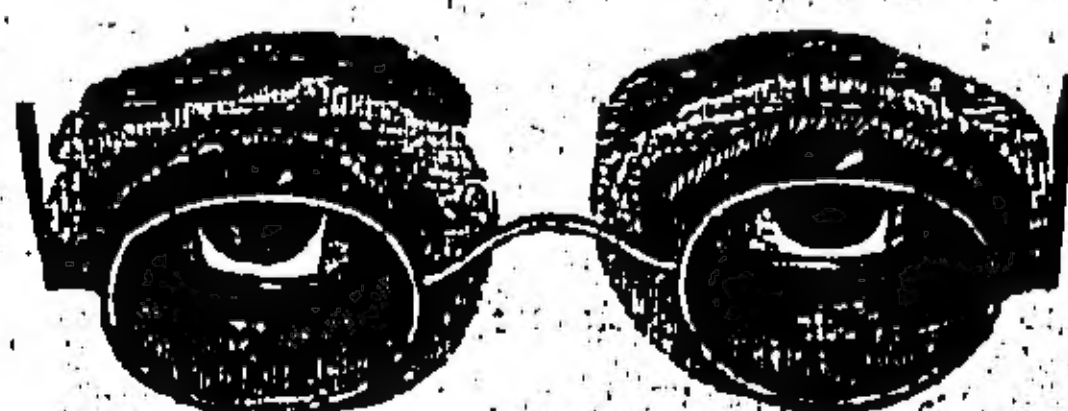
PLUNKER'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 56.

For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1900.

## EYE-SIGHT.



MR. N. LAZARUS

May be personally consulted for SPECTACLES.

No charge for testing the eyes.

Glasses and frames of all kinds and qualities.

Prices from \$2 upwards.

16, QUEEN'S ROAD, CENTRAL.

Hongkong, 6th November, 1903.

## Intimations.

## THE YOKOHAMA DOCK CO., LTD.

## No. 1 DOCK.

Length inside, 514 ft. Width of  
entrance, top 95 ft.; bottom 75 ft.  
Water on blocks, 27.5 ft. Time to  
pump out, 4 hours.

## No. 2 DOCK.

Length inside, 375 ft. Width of  
entrance, top 60.5 ft.; bottom 45.8  
ft. Water on blocks, 26.5 ft. Time  
to pump out, 3 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of  
Captains and Engineers is respectfully called to the advantages offered for Dock-  
ing and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work,  
and a large stock of material is always at hand, (plates and angles all being tested by  
Lloyds' surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of  
Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable  
of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge  
Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be  
guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that  
of any port in the world.

Telephone: Works, No. 506; General, No. 376.

Telegram: "Dock, Yokohama," Codes A. I. and A. B. C. (4th).

Yokohama, May 11th, 1903.

[573c]

## GO TO THE

## KOWLOON HOTEL,

FRANK F. JEWELL,  
Manager.

KOWLOON.

J. W. OSBORNE,  
Proprietor.

HUMPHREYS ESTATE AND FINANCE  
COMPANY, LIMITED.

NOTICE is hereby given that AN EXTRA-  
ORDINARY GENERAL MEETING  
of HUMPHREYS ESTATE AND FINANCE CO.,  
LIMITED, will be held at the COMPANY'S  
OFFICES, Nos. 38 and 40, Queen's Road Central,  
Victoria, Hongkong, on WEDNESDAY,  
the 18th day of November, 1903, at NOON, when  
the SUBJOINED RESOLUTIONS which  
were passed at a Meeting held on the 31st  
October, 1903, will be submitted for confirmation  
as SPECIAL RESOLUTIONS:—

1. "That the Capital of the Company be  
increased from \$1,000,000 (divided into  
100,000 shares of \$10 each) to \$1,500,000  
(divided into 150,000 shares of \$10 each) by  
the creation of 50,000 new shares of \$10  
each to be offered and if accepted to be  
allotted to the present shareholders of the  
Company at par in the ratio and proportion  
of one new share for every two old shares  
in the Company held by the respective  
shareholders thereof, the amount payable  
on each of such new shares respectively to  
be paid at such time or times and in such  
manner as the Company by its General  
Managers may hereafter determine."

2. "That Article No. 82 of the Articles  
of Association of the Company be cancelled  
and the following Article substituted  
therefor:—

"The remuneration of the General  
Managers shall be a sum not exceeding  
\$8,000 per annum (which shall  
cover office rent and salaries of Secretary  
and other employees) and a com-  
mission of 5 per cent. of the net profits  
of the Company for each year that such  
profits amount to 7 per cent. of the  
Capital of the Company."

Dated this 10th day of November, 1903.

JOHN D. HUMPHREYS & SON,  
General Managers.

[319c]

DEUTSCHE WEINGESSELLSCHAFT  
DUHR & CO. COELN.

STOCK ON HAND OF  
AHRLEICHART, a red Ahr Wine at \$18.50  
GRAACHER, Moselle ..... at \$16.50  
LAUBENHEIMER, Hock ..... at \$15.00  
All per Case of 24 Quarts.

Price Reductions for Larger Orders.

GROSSMANN & CO.  
Hongkong, 16th October, 1903.

[1259c]

GREEN ISLAND CEMENT COMPANY,  
LIMITED.

## PORTLAND CEMENT.

In Casks of 37 lbs. net \$4.75 ex Factory.

In Bags of 25 lbs. net \$2.85 ex Factory.

SHEWAN, TOMES & CO.,  
General Managers.

Hongkong, 15th August, 1903.

[119c]

## MADAM FLINT &amp; CO.

## IMPORTERS OF FRENCH

MILLINERY AND DRESSMAKING.

MATERIAL ACCEPTED AND DESIGNED

during the Summer Months.

PRICES MODERATE.

CONNAUGHT HOTEL: Rooms 4 and 5.

Hongkong, 2nd November, 1903.

[1313c]

## TUBORG BEER.

A FIRST CLASS PILSENER BEER

guaranteed free from Salicylic Acid,  
and any other Chemicals.

PRICE \$10.50 per case of 48 bottles (quarts)  
or 6 doz. pints.

Special Prices for Quantities.

Sole Agents—  
SIEMSEN & CO.

Hongkong, 10th January, 1903.

[591c]

## ROYAL HONGKONG YACHT CLUB.

THE GENERAL MEETING of the Royal  
Hongkong Yacht Club will be held in  
the CRICKET PAVILION TO-DAY, the 12th  
inst, at 6 P.M.

P. H. CAMPBELL,  
Hon. Secretary.

Hongkong, 12th November, 1903.

[1351c]

HOUSEHOLDERS are hereby requested  
to make a Special Effort during the  
Winter Months to destroy Rats and to fill up  
Rat Holes with Cement.

RAT TRAPS and BIRD LIME may be  
obtained from the Secretary to the Board  
Free of Cost.

By Order,

G. A. WOODCOCK,  
Secretary.

Sanitary Board Room,  
26th October, 1903.

[1308c]

## LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS  
AND WATCHMAKERS.

EASTMAN'S  
KODAKS AND FILMS.

Sole Agents for "OMEGA" WATCHES.  
"OMEGA" is the best, "THREE YEARS"  
guarantee given to every purchaser.  
40, QUEEN'S ROAD,  
Watson's Building

[101c]



PURE

DELICIOUS

REFRESHING

may now be had in Cases of

4 Doz. Quarts at \$15.00.

MACEWEN, FRICKEL & CO.,

3, DUDDELL STREET.

1st September, 1903.

[650c]

THE HONGKONG  
STUDIO,

HIGHER-CLASS PHOTOGRAPHER,  
41 & 43, QUEEN'S ROAD CENTRAL,  
TOP FLOOR.

PORTRAITS, GROUPS and ENLAR-  
GING and COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS  
ON HAND.



## THE TA-LANG GOLD MINES IN YUNNAN.

These mines are situated nine miles from the town, in the hills to the North East. For the first half of the way there is a good road up a valley, then a long climb across a ridge and a sharp descent of a thousand feet into a deep valley on the other side. Another long steep climb brings one to the mines, which are on the top of the hills at an elevation of 7,300 feet. What strikes one as peculiar is as to why there should be reef gold at Ta-Lang and Kai-hua, and not at other places in the province, all the other gold obtained in Yunnan being alluvial gold. But a visit to the mines affords an explanation. The prevailing rocks throughout Yunnan are lime-stone, and sand-stone, shales and slates, around Ta Lang also these rocks are apparent. The solitary hill where the mines are situated is a vast dyke of basaltic rock, which has been thrust through the surrounding sedimentary rocks. Throughout the whole of this intrusive mass are fine veins of quartz, and in the quartz occurs finely disseminated gold—the whole of the quartz seems to be auriferous, but for the most part, the gold occurs only in microscopic quantities. The auriferous area extends for about a square mile, and no doubt there is a vast amount of gold contained in it, but so finely is it distributed that its extraction is a matter of great difficulty, and any other method than that adopted by the Chinese would prove very expensive. The present method of extracting the gold is of the crudest possible description, and only a very small proportion of it is saved. There are three thousand men employed, and there are one thousand mines, and the whole output is only three thousand ounces a year—but the mines have been worked for over sixty years, and it evidently pays the man who works them. The men are paid one tael a month and their food, which means another tael more, or altogether about five rupees a month. The quartz is first broken up with hammers and then crushed in an ordinary paddy mortar and pounded and crumbled and passed over a grooved table in the usual way. A large amount of the gold is evidently lost, as scores of men down stream wash for it and have the tailings. Mine managers say they get ten thousand ounces a year, but just now they are working a very poor lode of quartz which covers a richer vein below. The quartz is of various colours—red, blue, green, and shades of brown—the red gives the best yield, and it is this that they expect to reach when they have worked through the present vein. If the place were not so difficult of access and the expense of transporting machinery not so great the mines would be well worth working. Auriferous quartz there is in vast quantities, and by employing modern mining methods the whole or almost the whole of the gold could be got. A systematic examination of the mountain would show where the best quartz occurs, but at present those working have no system. Each man digs a tunnel in the rock just where he thinks fit, and after laboriously cutting out about a hundred weight of quartz, he pounds and pans it. Usually they work three men to a tunnel, one digging the quartz, another crushing it, and the third washing; each operation occupying two or three days. The annual output of gold is small, although it would probably work out to a good deal more than 3,000 ounces—the officially announced amount—on which a Government royalty of 18 per cent. has to be paid. But even with 3,000 men working, with the methods adopted, only a small quantity of quartz can be handled—probably not more than 6,000 tons altogether in the year. The gold seems to be very unevenly distributed—one man labouring for weeks sometimes with hardly anything to speak of to show for his labour, while another man has obtained as much as one tael two shins (about 14 oz.) in a day. A yield of five fen to a hundred cadies of quartz (0.055 oz. per 133½ lb.) for about an ounce to the ton, is considered very poor. This is said to be the lowest of payable quartz, and from the point of view of the miners as it takes the labour of three men to obtain ten fen of gold in a week, it is not by any means a rich return. It only gives them six ounces of gold in the year, or two ounces for each man per annum, that is assuming that they worked at quartz all the time, but they have often to cut through a particularly hard rock to get at the reef which occurs in fine veins; besides during the rain they can only work intermittently. The yield from some of the red quartz is phenomenal for reef gold, although the miners do not seem to think it in any way extraordinary. They declare they sometimes get one tael of gold from one picul of quartz, but this does not often occur. Of course from the limited amount of quartz they are able to handle even this yield does not represent a great deal of actual gold, only about 66 oz. for three men in a year—but as it figures out at over 20 oz. to the ton, it is not surprising to be told that this yield is somewhat rarely obtained. The very fact, however, that they should ever attempt to work a whole mountain of hard intractable rock with no more modern crushing machinery than a paddy pounder or mortar would go to prove that there must be an exceptionally rich reef of gold, particularly as it pays them to work it. It would not be difficult to obtain a concession from the Chinese Government to work the mines as all they are concerned about is the 18 per cent. The mines are really private property and the owners would be willing to sell.—Pioneer.

## HONGKONG GUN CLUB.

THE ANNUAL COMPETITION for the CHAMPIONSHIP will be held TOMORROW and SATURDAY, the 13th and 14th instant.

The Members will be AT HOME to THEIR FRIENDS on SATURDAY, the 14th, from 3.30 P.M.

A. TURNER, Hon. Sec., Gun Club, Hongkong, 12th November, 1903. [13228]

## BABIES IN THE TRAIN.

## RESERVED CARRIAGES WANTED.

Thoughtful railway managers who already reserve carriages for ladies might adopt the suggestion of a correspondent who asks for compartments labelled "Babies"—a luxury for mothers of fretful infants. A lady who journeyed from Bristol to London with an only child recounts vivid recollections of the day. "The baby was so troublesome that I arrived home



thoroughly 'done up,' and to make matters worse I contracted a chill, and this led to pneumonia and pleurisy, which nearly terminated fatally. My recovery was brought about in a remarkable way by Dr. Williams' pink pills for pale people." Continuing, Mrs. Sealey said:—"My doctor said that I should probably go into consumption. After I had been upstairs three months, attended by two doctors, my husband bought a bottle of Dr. Williams' pink pills and I began to take them. Almost immediately I felt myself growing stronger, and as I went on I became brighter and more hopeful every day. My appetite improved, my voice returned. It is wonderful what a lot of good those pills did me." "Mrs. Sealey lives at 20 Winsford-street, Bristol, England, and her words were reported at the time in the Bristol Times and Mirror. Her cure was due to the new blood which Dr. Williams' pink pills have the power of making. Threatened consumption nearly always arises from impoverished blood: so do anæmia, St. Vitus' dance, debility, loss of appetite, and the ailments that women so often endure, almost without complaint, all of which these pills have cured. To ensure the genuine pills the full name, Dr. Williams' pink pills for pale people, must be noted on the pink wrapper, for substitutes and nameless pink pills never cured anything. Dr. Williams' medicine Co., Holborn-viaduct, London, send the genuine pills post free for two shillings and ninepence, six bottles for thirteen and nine. One of their most useful qualities is that of soothing and strengthening the nerves, so liable to be worried and upset by the minor troubles of life—overwork, anxiety, and even the not uncommon duty (of which special "Baby Compartment" would, as above suggested, greatly tend to reduce the discomfort) of looking after B. lies on a Railway Journey, [2]

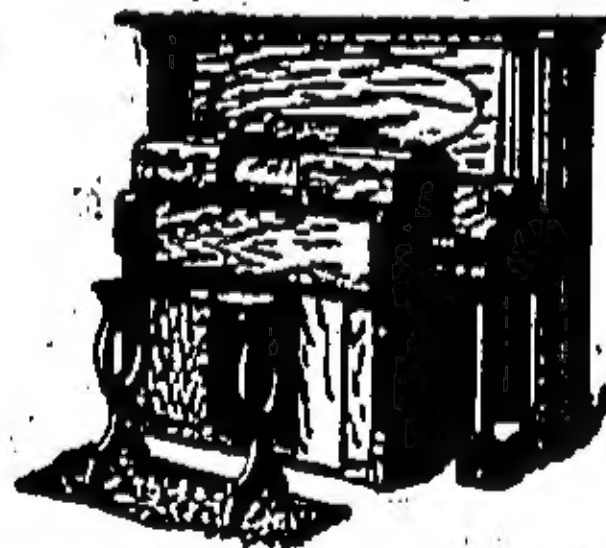
## Intimations.

## THE ROBINSON PIANO Co., LTD.

## NOTE.

ENTIRELY NEW STOCK ARRIVING. SPECIALLY AND MOST CAREFULLY CHOSEN BY OUR MR. ROBINSON, NOW IN EUROPE. GREAT REDUCTIONS in our present stock of Pianos and Musical Goods.

Our NEW MUSIC STOCK has arrived.



## THE APOLLO MASTER PIANO PLAYER

## THE BEST OF ALL.

THREE STYLES. PRICE FROM \$450 UP. PATTI ENDORSES THE APOLLO.

Adelina Patti (Baroness Cederstam) has given another great testimonial to the Apollo Piano-player. She was so delighted with the instrument that was purchased by her last year that this second testimonial is even stronger than the first one that she gave. "Mme. Patti says that 'the Apollo never has given her the slightest trouble and that the new concert grand is one of the most wonderful and perfect piano-players that she has ever seen.'"

Hongkong, 28th October, 1903. [4135]

## TSU FAN

## DENTIST.

PRICE MODERATE—CONSULTATION FREE. Next to the Hongkong Dispensary, 50, Queen's Road, Central. Hongkong, 28th November, 1903. [13230]

## Intimations.



## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL AMERICAN and SOUTH AFRICAN PORTS.)

THE Steamship "MALTA," Captain C. L. Daniel, carrying His Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 21st instant, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London. Other Cargo for London, &c., will be conveyed via Bombay. Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required. Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading. For further Particulars, apply to E. A. HEWETT, Superintendent, Hongkong, 10th November, 1903. [13405]

NOTICE TO CONSIGNEES. FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship "GREGORY APCAR," having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once, at Consignees' risk and expense. Cargo remaining on board after the 12th instant, at 4 P.M., will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited. Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE DELIVERY of their Goods from alongside; such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense. No Fire Insurance has been effected. Bills of Lading will be countersigned by the Undersigned. DAVID SASSOON & Co., LIMITED, Agents, Hongkong, 9th November, 1903. [13405]

"BARBER" LINE OF STEAMERS.

NOTICE TO CONSIGNEES. S.S. "SAGAMI," FROM NEW YORK.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 16th instant will be subject to rent. All Claims against the Steamer must be presented to the Undersigned on or before the 20th instant, or they will not be recognized. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 18th instant, at 3 P.M. No Fire Insurance has been effected. Bills of Lading will be countersigned by DODWELL & Co., LIMITED, Agents, Hongkong, 9th November, 1903. [13416]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES. S.S. "BENMOHR," FROM LEITH, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 13th instant will be subject to rent. All Claims against the Steamer must be presented to the Undersigned on or before the 21st instant, or they will not be recognized. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 14th instant, at 11 A.M. No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents, Hongkong, 12th November, 1903. [14332]

IMPERIAL GERMAN MAIL LINE. NORDDEUTSCHER HAMBURG-AMERIKA LLOYD.

NOTICE TO CONSIGNEES. THE Steamship "PRINZ HEINRICH," of the NORDDEUTSCHER LLOYD, having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 11 A.M. TO-DAY. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 18th November, will be subject to rent. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on WEDNESDAY, the 18th November, at 9.30 A.M. All Claims for damage must be sent in before the 23rd November, or they will not be recognized. No Fire Insurance has been effected. Bills of Lading will be countersigned by the Undersigned. NORDDEUTSCHER LLOYD. MELCHERS & Co., Agents, Hongkong, 11th November, 1903. [6156]

## Intimations.

FOR CHEMULPO, DALNY AND PORT ARTHUR. (Calling at SHANGHAI.) THE Steamship "SULLBERG," Captain Meyer, will be despatched for the above Ports on SUNDAY, the 22nd November, at Daylight.

For Freight or Passage, apply to HAMBURG-AMERIKA LINE, Hongkong Office, Hongkong, 11th November, 1903. [13486]

FOR SINGAPORE, PENANG AND CALCUTTA. THE Steamship "GREGORY APCAR," Captain J. G. Olfant, will be despatched for the above Ports, on TUESDAY, the 17th instant, at 3 P.M.

For Freight or Passage, apply to DAVID SASSOON & Co., LIMITED, Agents, Hongkong, 11th November, 1903. [13406]

DOUGLAS STEAMSHIP COMPANY, LIMITED. FOR SWATOW, AMOY AND FOCHOW; THE Company's Steamship "HAICHING," Captain Passmore, will be despatched for the above Ports, on TO-MORROW, the 13th instant, at Daylight.

For Freight or Passage, apply to DOUGLAS, LAIRDALE & Co., General Managers, Hongkong, 12th November, 1903. [13506]

BRITISH INDIA STEAM NAVIGATION COMPANY, LIMITED. FOR RANGOON VIA AMOY AND SWATOW. THE Company's Steamship "PURNEA," Captain F. W. Packham, will be despatched as above on TUESDAY, the 17th instant, at 3 P.M.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Agents, Hongkong, 11th November, 1903. [13496]

THE HONGKONG STEAM WATER BOAT COMPANY, LIMITED. NOTICE TO SHAREHOLDERS.

THE THIRD ORDINARY YEARLY MEETING of SHAREHOLDERS in the above Company will be held at the COMPANY'S OFFICE, No. 37, CONNAUGHT ROAD, CENTRAL, on TUESDAY, the 24th day of November, at Noon for the Purpose of Presenting the Report and Statement of Accounts to the 30th of September, 1903. THE TRANSFER BOOKS of the Company will be CLOSED from the 19th to the 24th November, both days inclusive. J. W. KEW, Manager, Hongkong, 11th November, 1903. [13536]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED. FOR MANILA. THE Company's Steamship "LOONGSANG," Captain G. S. Weigall, will be despatched as above on FRIDAY, the 13th instant, at 4 P.M.

This Steamer has Superior Accommodation for First Class Passengers, and is fitted throughout with Electric Light. For Freight or Passage apply to JARDINE, MATHESON & Co., General Managers, Hongkong, 10th November, 1903. [13436]

COMPAGNIE DES MESSAGERIES MARITIMES. PAQUEBOTS-POSTE FRANCAIS. FOR SHANGHAI, KOBE AND YOKOHAMA. THE Company's Steamship "ARMAND BEHIC," Captain Flaudin, will be despatched for the above Ports on MONDAY, the 16th instant.

For Freight or Passage, apply to G. DE CHAMPEAUX, Agent, Hongkong, 10th November, 1903. [13476]

AN APPEAL. THE SUPERIORESS OF THE ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones. Ladies' and Children's Under-clothing. Children's Dresses, and all kinds of Embroidery. Materials can be supplied, if required. The Superioress will also be most grateful for any BIBLE or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters. Hongkong, 22nd April, 1892.

## THE NEW FRENCH REMEDY TRADE THERAPION MARK

This successful and highly popular remedy, used in the Continental Hospitals by Ricord, Rostan, Robert, Velpeau and others, combines all the desiderata to be sought in a medicine of the kind, and surpasses everything hitherto employed.

THERAPION No. 1 is a remarkably short time, often a few days only, removes all discharges from the urinary organs, effectually superseding the use of which does irreparable harm by laying the foundation of prostatic and other serious diseases. In gleet, pyelitis, irritation of the lower bowels, chronic cystitis, and some of the more trying complaints of this kind, it will be found astonishingly efficacious, affording relief where other remedies have been powerless.

THERAPION No. 2 is for urinary blood, gravel, dropsy, rheumatism, and all diseases for which it is the only remedy. It is a powerful diuretic, and its use leads to the destruction of uric acid, and thus to the cure of the disease. It is a powerful purgative, and its use leads to the destruction of uric acid, and thus to the cure of the disease.

THERAPION No. 3 is for general debility, nervous exhaustion, impaired vitality, sleeplessness, and all the distressing consequences of early error, excess, residence in hot, malarious climates, &c. It possesses surprising power in restoring strength and vigor to the debilitated.

THERAPION is sold by the principal Merchants throughout the world. Price in England 5/6 and 10/6 in Australia, state which of the above numbers is required, and observe above Trade Mark, which is a facsimile of the word "THERAPION" as it appears on the British Government Stamp (in white letters on a red ground) issued to every package in order of His Majesty's French Consuls, and without which it is a forgery. Sold by A. S. WATSON & Co., Limited, Hongkong, China and Manila. [1446]

## Mails.

## NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



## PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
IZUMI MARU	KOBE	MONDAY, 9th Nov., at Noon.
M. Yagi	MARSEILLES, LONDON & ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	SATURDAY, 14th Nov., at Daylight.
KANAGAWA MARU	VICTORIA, B.C. and SEATTLE, U.S.A., via SHANGHAI, MOJI, KOBE and YOKOHAMA	TUESDAY, 17th Nov., at 4 P.M.
AKI MARU	KOBE and YOKOHAMA	FRIDAY, 20th Nov., at Daylight.
TAMBA MARU	MOJI and/or KOBE & YOKOHAMA	FRIDAY, 27th Nov., at Daylight.
HIROSHIMA MARU		
J. Nagao		

\* Through Passenger Tickets issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between MOJI and Kobe, 1st and 2nd Class Through Passengers have the Option of Travelling by the Sanyo Railway.

For further Information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Building, 1st Floor, Chater Road.

Hongkong, 10th November, 1903.

A. S. MIHARA, Manager.

## NORTHERN PACIFIC STEAMSHIP COMPANY.

## BOSTON STEAMSHIP COMPANY.

## BOSTON TOW-BOAT COMPANY.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA, FOR VICTORIA, B.C. AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY COMPANY.

Steamers.	Tons.	Captains.	1903-04.
Shammut	9,606	W. M. Smith	Nov. 14
Olympia	2,837	A. Dixon	Nov. 25
Tacoma	2,815	M. Ridley	Dec. 15
Victoria	3,502	J. Truebridge	Dec. 19
Vermont	9,606	T. W. Gardick	Dec. 21
Lyra	4,417	G. V. Williams	Jan. 21

↑ Cargo only. Steamers marked (\*) have no second-class passenger accommodation.

The attention of passengers is directed to the very cheap rates offered by this line to the Pacific Coast and to the Interior and Eastern Cities of the United States and to Europe. Special rates allowed to members of Government Services. Through Bills of Lading issued to Pacific Coast Ports and to the Principal Cities in the United States and Canada. For further Information as to Freight or Passage, apply to DODWELL & Co., LIMITED, General Agents, Hongkong, 28th October, 1903. [874d]

## COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS. NOTICE. STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERY, CALCUTTA, BOMBAY, ADEN, DIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX, &c.

PORTS OF BRAZIL AND RIVER PLATE. ON TUESDAY, the 17th November, 1903, at 1 P.M., the Company's Steamship "AUSTRALIEN," Captain Veron, with Mails, Passengers, Specie and Cargo, will leave this Port for MARSEILLES, via Ports of Call, WITHOUT TRANSHIPMENT.

This Steamer connects at COLOMBO with the Australian Line S.S. Oceanic bound for MARSEILLES and BOMBAY and ADEN. Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon only on MONDAY, the 16th instant. Parcels and Packages received until 4 P.M. on the same day. No Cargo will be received on board on TUESDAY.

Parcels are not to be sent on board, they must be left at the Agency's Office. Contents and Value of Packages are required. For further Particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent, Hongkong, 4th November, 1903. [1004c]

## Hotel.

## KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL. LADIES' AFTERNOON TEA ROOMS.

PRIVATE BAR AND BILLIARD ROOMS.

Hot and Cold Water throughout. Electrically Lighted.

Electric Fans (if required). Electric Passenger Elevator to each Floor.

Table D' Hote at Separate Tables. For Terms, &c., apply to the MANAGER, Hongkong, 23rd October, 1903. [1119d]

## Insurance.

## NEW ZEALAND INSURANCE COMPANY.

FIRE AND MARINE. ESTABLISHED 1859. CAPITAL £1,000,000.

HAVING been appointed AGENTS for the above Company, we are prepared to issue Policies of Insurance at Current Rates. REISS & Co., Agents, Hongkong, 5th November, 1903. [13596]

## NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES. SIEMSEN & Co., Hongkong, 28th May, 1894. [13596]

## To be Let.

CHEAPEST HOUSES IN THE COLONY. MORRISON HILL GAP ROAD. Nice Houses, 4 Rooms, Bath Rooms, Out-houses and Verandahs. Only \$40 inclusive of Taxes.

WILD DELL BUILDINGS, No. 147, WANCHAI ROAD. Comfortable and Airy Flats of 2 or 3 Rooms, from \$25 inclusive of Taxes.

S. A. SETH, Land and Estate Broker, Dairy Farm Co., Ltd., Hongkong, 12th September, 1903. [1916]

TO LET. FURNISHED HOUSE on the ROBINSON ROAD LEVEL. Apply to—Linstead & Davis, Hongkong, 10th November, 1903. [13496]

## MEE CHEUNG, PHOTOGRAPHER.

TOP FLOOR OF ICE HOUSE, IN Ice-House Road.

IS now in a position, in his New and Commodious Premises, to eclipse, as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East. GROUPS and VIEWS a specialty. [1456]

## NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

AVOID ALL RISK OF OUTBREAK BY ITS USE. W. G. HUMPHREYS & Co., Bank Buildings, Hongkong, 4th March, 1903. [1916]

## F. BLACKHEAD &amp; CO., SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.

PRAYA CENTRAL HONGKONG, SOAP MANUFACTURERS.

SOLE AGENTS FOR HARTMAN'S RAHTEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMAN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES, &c., &c.

Sole Agents for FERGUSON'S SPECIAL CREAM WHISKY, &c. EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK. REASONABLE PRICES. Hongkong, 14th May, 1903. [1456]



## Intimations.



A. S. WATSON &amp; CO.

TELEPHONE

ESTABLISHED A.D. 1841.

MANUFACTURERS OF

AERATED - -  
- - WATERS.

THE WATER we use is THE PUREST that can be obtained, and is skilfully Filtered on the most scientific principles.

THE MACHINERY employed is of the latest design and most approved type.

THE BEST INGREDIENTS only are used.

GUARANTEEING  
ABSOLUTE  
PURITY.

## ENGLISH EXPERTS

Manage our Factories, and their practical knowledge and constant supervision enable us to produce waters of unrivalled excellence and purity.

A. S. WATSON &amp; CO.,

LIMITED.

ESTABLISHED 1841.

TELEPHONE NO. 37.  
CABLE ADDRESS: "WATSON," HONGKONG.  
A. B. C. CODE, 4th EDITION.

ESTABLISHED 1849.

## A CHEE &amp; CO.,

祥利廣

TEMPORARY STORE:

1ST FLOOR, 12, QUEEN'S ROAD,  
(above Messrs. H. Price & Co.)

## XMAS &amp; NEW YEAR CARDS.

FURNITURE  
DEALERS.

DRAWING-ROOM,  
DINING-ROOM,  
and BED-ROOM  
FURNITURE

ELECTRO-PLATED,  
GLASS, and  
CHINA WARES.

PAS-TEUR'S MICROBE-PROOF  
FILTERS,  
ROCHESTER LAMPS,  
WHITE TURKISH TOWELS,  
COUNTERPANES.

COOKING RANGES,  
KITCHEN UTENSILS, and  
HOUSEHOLD REQUISITES.

## PHOTOGRAPHIC

DEVELOPING AND PRINTING

UNDERTAKEN FOR AMATEURS.

GOOD WORK.

PROMPT RETURN.

Hongkong, 29th August, 1903. [733d]

CARMICHAEL AND  
CLARKE,

CONSULTING ENGINEERS AND

SHIPBUILDERS,

SURVEYORS AND CONTRACTORS.

REPAIRS PROMPTLY ATTENDED TO.

TELEGRAMS: "CARMICHAEL," Hongkong.

A. B. C. Code, 4th Edition.

A. Code.

Lieber's Standard Code.

TELEPHONE, 232.

Hongkong, 20th March, 1903. [355e]

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

## NOTICE.

All communications intended for publication in the "HONGKONG TELEGRAPH" should be addressed to the Editor, 1, LeMunyon Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).

DAILY—\$30 per annum.

WEEKLY—\$13 per annum.

The rates per quarter and per annum, proportional. The daily issue is delivered free when the address is accessible to messenger. On payment by post an additional \$1.50 per annum is charged for postage. The postage on the weekly issue to any part of the world is \$10.00 per annum.

Single Copies Daily, ten cents; Weekly, twenty-five cents.

## The Hongkong Telegraph

HONGKONG, THURSDAY, NOV. 12, 1903.

THE SUPREME COURT  
OF HONGKONG.

A granite block, bearing a suitable inscription in letters of gold, has been swung plumb and laid true into its appointed place. In a hollow in the great stone are placed, for the edification of archaeologists of some future generation, copies of the newspapers of Hongkong and specimens of each silver and bronze coin of the Colony, of the latest minting. The official ceremony, performed by His Excellency the Governor, with the aid of the traditional silver trowel, spirit level, and mallet, attended with the appropriate speeches pronounced by the leading public servants, heads of the departments charged with the erection and future occupation of the massive pile, in the presence of the *élite* of the community, is over. Now that the foundation stone of our new Law Courts is laid, it is of interest to recall the original precincts and past peregrinations of our Supreme Court.

On the 4th March, 1844, at ten o'clock in the forenoon, in a temporary building near Government House, the first Criminal Court for trial by jury was held in China. The then Governor, Sir Henry Pottinger, and the Lieut. Governor, Major-General d'Aguilar, both sat as Judges. The Governor sat in plain clothes, the latter in uniform. Mr. Burgess officiated as Crown Prosecutor, and Mr. Hillier as Registrar. In addressing the grand jury, Sir Henry Pottinger stated:—"I wish to God my share in the investigation on which we are about to enter had fallen into more qualified hands, but I can at least promise that I sit here to exercise the most rigid impartiality as well as to temper justice with mercy, and I am assured that you will most cordially and anxiously unite with me in the same feeling." Mr. Patrick Stewart was chosen foreman of the jury and two cases were tried. The holding of a Criminal Court in the Colony gave undoubted satisfaction to the inhabitants, though disappointment was expressed that the Judge, appointed under Charter, the 26th June, 1843, had not yet arrived when the first sitting took place.

The Honourable John Walter Hulme, Esq., Chief Justice, and Mr. Robert Dundas Cay, Registrar of the Supreme Court, landed in Hongkong on the 8th May, 1844. The Supreme Court was then held in a building situated in Wellington Street, until February, 1848, when it was removed into the present more commodious buildings in Queen's Road. Its former domicile, where so many noteworthy incidents had taken place, was soon put to quite a different purpose, and, as Mr. J. W. Norton-Kyshe tells us in his valuable work, *The History of the Law and Courts of Hongkong*, "the Irishmen of the place celebrated St. Patrick's Day by giving a public dance in the hall of the old Court House: a worthy manner of washing off the many sorrows that had been enacted in the place." On several occasions the Court had to delay its sittings owing to the necessity of repairing the present building, and, in August, 1892, it had, once more, to transplant its domain to allow of urgent modifications in the edifice, and the tribunal sat temporarily in the Masonic Hall in Zetland Street. Owing to the rapid growth of the Colony, the inadequate accommodation of the present Law Courts soon made itself felt and complaints were frequent and oftentimes bitter. A Committee was appointed on the 8th September, 1894, by His Excellency Sir William Robinson to report on the advisability of constructing new public buildings. The outcome of the report was that it was deemed of absolute necessity to construct new and more spacious Courts and, in 1896, a scheme was submitted by Mr. Cooper, then Director of the P. W. D., to erect a construction, including in one building the Law Courts, Post Office and other departments, on a site to the north of the present one, on which the foundation stone was laid to-day. The scheme was disapproved by the Secretary of State for the Colonies, the area proposed being declared insufficient, and at a meeting of the Legislative Council on the 28th February, 1898, at which His Excellency the Acting Governor, Major-General Black, C.B., presided it was decided to adopt the present site for the erection of the new Law Courts. The acquisition of the land, however, through protracted negotiations, was not accomplished until the closing of Sir

Henry Blake's administration in Hongkong. And it is only fitting that the very important ceremony of laying the corner-stone of the very finest building which will adorn the water front of this important and growing Colony should have been successfully performed by His Excellency in person this afternoon.

## LOCAL AND GENERAL.

If you want fresh film and good film, you can get them at LeMunyon's; they are guaranteed.—*Advt.*

LIEUT.-COLONEL Ilyume, the new Military Attaché to the British Legation in Tokio, was presented to His Majesty the Emperor on the 30th ultimo.

THE death is announced of Mr. John R. Grey, for some years foreman at the Kowloon Docks. He was in his 51st year, and died at the Government Civil Hospital yesterday.

THE *Universal Gazette* says that the first section of the Canton-Hankow Railway will be formally opened on Nov. 15. The first train will run between Canton and Fatsan.

WU Ting-fang is urging the Government to voluntarily open up new more trading centres on the coast and along the Yangtze Valley without waiting for the Powers to demand them.

THE *Standard's* telegram from Ottawa (Canada) states that the Canadian Government have decided to offer South Africa the tariff preference granted to Great Britain in return for tariff concessions granted by South Africa.

It is reported locally that Viceroy Tsen Chun-huen has received a wire from the Empress Dowager ordering him to proceed to Sim-Sai, which has been made the capital, owing to the unsatisfactory condition of affairs in Manchuria. We have not been able to verify the report.

LORD Kitchener will probably leave Simla about the middle of this month on a visit to Karachi where he will inspect the harbour defence works. After that, he will proceed to Rawalpindi and will attend the manoeuvres which will take place in that district and in which about twenty thousand troops will be engaged.

MR. Chang, another wealthy Straits merchant, is now in Peking, and it is said will be kept there by the Government to assist with the commercial affairs. A 4th degree Metropolitan Rank has been conferred on him, and it is proposed later on to send him to Melbourne to awaken Chinese interest there in home enterprises.

It is reported from the Palace that the Empress Dowager has been recently advised by a Grand Secretary to lay an electric railway on the present public highway between the west gate of Peking and Kuo Park Palace, the money for the new line to be furnished by the treasurer of the Privy Purse, out of certain Palace economies to be put in progress in the near future.

If you want a first class photo of yourself you can get it at LeMunyon's.—*Advt.*

His Majesty's Government have ordered H. M. S. *Argonaut*, first class cruiser 11,000 tons, now on her way home from the China station, to meet the Viceroy of India at Karachi in November and join his naval escort to the Persian Gulf. This will consist of 5 men-of-war who will accompany the I. M. S. *Hardinge*. H. E. the Viceroy will also have at his disposal the despatch boat *Lawrence* which is always kept in the Persian Gulf, and the Indian Telegraph Department steamer *Patrick Stewart*.

It is reported in mandarin circles in the North that Governor Chao Erh-sen of Hunan province has telegraphed the Grand Council reporting the presence in the departments of Chénchou and Lanchan, Hunan province, of large bodies of well-armed Kwangsi insurgents who have crossed over and are now ravaging the countryside unopposed. Owing to the extremely weak state of the provincial forces, Governor Chao declares that he cannot drive the insurgents out of Hunan unassisted, and therefore implores that instructions be sent to Viceroy Yuan Shih-kai to send down at once to Hunan a brigade of his foreign-modelled troops.

THE *Universal Gazette* cautions that Kwangtung is in a poor financial state. The idea to improve the public treasury by allowing the purchase of substantial official rank was, first suggested by Governor Kao, not by the Viceroy. Tsen at all. While in Chin Chou the Viceroy was suffering from an attack of cholera, for which he proceeded to Liu Chou, and thence to Canton. Owing to the numerous affairs in Canton which greatly taxed his energies, he has contracted a cold and influenza and is splitting blood. He has got a month's leave of absence for treatment but still looks after all important affairs.

THE H. A. L. S. *Hamburg* had rather an exciting trip up from Hongkong, reports the *N. C. D. News*. Three hours after she had left that port a seaman fell overboard, and although the vessel was promptly stopped and lifebelts were thrown out, nothing more was seen of the man. This sad accident cast a gloom over the vessel. A short time afterwards a junk was observed making urgent signals. Thinking that possibly the crew had picked up the lost sailor, the Captain sent an officer on board. He found that the junk was sinking, and the crew begged to be taken on board. The Captain consented, and crew of 17 transferred to the *Hamburg*, and were brought up to Shanghai.

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

If you want first class developing and printing go to LeMunyon. Also strictly fresh film.—*Advt.*

MAJOR M. E. Willoughby, 2nd Lancers, D.A.A.G. Bengal Command, has been deputed to collect information as to the supply of mules in the districts of China adjoining the Burma frontier and to purchase any suitable animals that may be available.

A SAN Francisco exchange says that the Commercial Cable Company have been loading the schooner *Julia E. Whalen* for Midway Island. She was to take a cable operator from Honolulu, extra help being needed there, lumber for new buildings, six months' supplies for 100 persons, and tons of fertile soil, to make planting possible.

AT the Supreme Court this morning M. G. K. Hall Brutton again petitioned on behalf of the Ku Fat, of 76 Bonham Strand, and the Ku Fat Chan, of 289 Queen's Road Central, importers of European goods, for a receiving order in respect of their estates, that they might be adjudged bankrupt. A lengthy discussion ensued, and the Chief Justice declined to make any order until all the partners had been notified of the proceedings.

By kind permission of Major Radcliffe and Officers the Band of the 93rd Burma Infantry will play the following programme of music, at the King Edward Hotel, during dinner, on Friday, the 13th inst.—

PROGRAMME.

March....."Sons of the Empire".....(Orrford).  
Overture....."Stradella".....(Flower).  
Selection....."San Toy".....(Sidney Jones).  
Concert Solo....."Eric Nacht in der Scheide".....(Hume).  
Selection....."Cigarette".....(Hudyn Parry).  
Valse....."Reveries d'Amour".....(Fanchay).  
Polonaise....."Polonaise".....(Farrell).  
God save the King.

We are still doing business at 31, Des Vaux Road, LeMunyon.—*Advt.*

THE following telegraphic information, dated 2nd inst., has been received from the Sumatra Director and Manager of the Mantschappij tot Nijverheid en Landbouweexploitatie in Langkat, Ld.:—

Daily aggregate output of Crude Petroleum ..... 77,000  
Crude Petroleum in Tanks at date ... 240,000  
Crude Petroleum in Tanks at date ... 240,000

Kerosene made since the date of the preceding half-monthly telegram. 74,000

Kerosene shipped since the date of the preceding half-monthly telegram. 90,000

Kerosene in Stock at Refinery at date. 31,000

CAPTAIN Almond of the s.s. *Rubi* reports:

Left Manila 10 a.m. on the 7th inst. Heavy N.W. gale, tremendous sea and squalls. Put into Mariveles at noon; every indication of bad weather. Left Monday 9th at 4 a.m., Barometer rising. Lat 18 N., wind away N.E.

Fierce gale, tremendous sea and squalls. Ship rolling heavily. Passed s.s. *Ching-sha* and a British gunboat. On the 11th, at night, passed a steamer "Hove to."—Captain Brinsford of s.s. *Tai Ping* from Wuhu reports:—On the 5th inst. N.W.ly winds, 6th, Left Wosung, wind fresh to strong from N.N.E. 7th, Wind increasing to gale anchored under Matsui. 10th, Left Matsui, during the night, wind and sea, increasing swept the decks fore and aft. 11th, 8 a.m. off Breaker Point, wind and sea moderating. Fine weather into port.

At a meeting of the Malay Peninsula Sugar Industry Association held on the 29th Oct. at Penang, resolutions were passed to this effect. That a conference be held in Penang on Thursday, 12th November, at which delegates from the Governments of the Straits Settlements and the Federated Malay States and the United Planters Association of the Federated Malay States be invited to attend, and that this Association submit a basis of the scheme for the formation of a Labour Bureau to deal with the importation of Javanese and Cutch labourers. That the Association appoint three delegates to represent them at the above conference. That the delegates at the same conference appoint a Bureau to undertake the work in connection with the importation of Javanese and Cutch labourers. It was proposed that Messrs. Turner, Lloyd, and de Mornay should act as delegates at the conference, which was carried unanimously.

ADDRESS TO H. E. THE GOVERNOR.

The address to H. E. Sir Henry A. Blake, G.C.M.G., has been prepared by the Committee and is now circulated for signature. All residents in the Colony are cordially invited to sign the address. Special copies for signature will be found at the undermentioned honours:—The Chartered Bank of India, Australia and China, The Hongkong & Shanghai Banking Corporation, The Hongkong Club, The German Club, The Lusitano Club, The Catholic Union Club, Messrs. Kelly & Walsh, Limited, Messrs. A. S. Watson & Co., Messrs. Lane, Crawford & Co., and Messrs. Campbell, Moore & Co.

The address will be presented to H. E. The Governor by the Chief Justice in the City Hall at 11 a.m. on Saturday, 21st November, when all signatories are invited to be present.

MR. RAPHAEL BELLIOS.

We hear that a marriage has been arranged between Mr. Raphael Bellios, only son of Mr. E. R. Bellios, C.M.G., and a daughter of Sir Israel Hart.

Mr. Bellios, Jr., who is well and popularly known in Hongkong, went to England a few years ago to continue the studies, which he commenced in Hongkong for the bar. He has since passed his examinations as a barrister-at-law, and will most likely return to Hongkong and establish a practice here.

## THE NEW LAW COURTS.

## LAYING THE FOUNDATION STONE.

The ceremony of laying the foundation stone of the new Law Courts took place this afternoon, before a large and representative gathering. Two stands, tastefully decorated with flags, plants and matting, had been erected within the enclosure surrounding the site of the future buildings for the accommodation of the privileged spectators. Immediately facing them, a platform, draped in bright colours, had been constructed, from which the ceremony was enacted by His Excellency The Governor.

Those present included H. E. the Governor and Lady Blake, Sir John Keane, A.D.C., Sir William, and Lady Goodman, Hon. F. H. and Mrs. May, Mr. A. G. Wise, Hon. W. Chatham, Sir H. S. and Lady Berkeley, Sir Paul Chater, Hon. Dr. Ho Kai, Hon. C. W. Dickson, Hon. Dr. Atkinson, Hon. Gershom Stewart, Messrs. F. B. L. Bowley, M. W. Slade, Comper, A. Seth, J. W. Jones, J. Dyer Ball, E. A. Hewett, Tooker, Fisher, and many representatives of the legal profession.

The Hon. the Director of Public Works said:—Your Excellency, Ladies and Gentlemen, We are met together to-day to inaugurate the construction of the new Law Courts. The Colony, though still somewhat young, has already outgrown the accommodation afforded by the present Courts, which were built in 1843; and the question of erecting a new building has, for a considerable time past, exercised the minds of the Government and the public. The first real move in the matter was made in 1896, when the then Director of Public Works, Mr. Cooper, submitted a scheme for constructing new Law Courts on a site immediately to the north of the one we are now standing on. The Courts formed only a part of the scheme, which contemplated the erection on this site of public offices to accommodate several other departments, including the Post Office. Mr. Cooper's proposal was referred by the Secretary of State for the Colonies (Mr. Chamberlain), to the eminent English architects, Messrs. Aston, Webb and Ingress Bell and, upon their recommendation, which was based upon the inadequate area of the site to the north of this, it was decided to erect the Courts here. The other departments, to which I have referred, will be provided for on a site adjoining Blake Pier, where they will be more conveniently situated from a public point of view. The area to the north of this will therefore remain unoccupied and an almost unrivalled site for the Courts, having regard to the open spaces which will adjoin them on three sides, will thus be created. Lack of funds has been responsible to some extent for the delay which has occurred in undertaking the work, and I may here mention that some years ago an agitation was set up to arrest the progress of the reclamation works, by the carrying out of which the site for the Courts has been rendered available. As the cost of the work will amount to about \$750,000, it has not been an easy matter to provide for it among the numerous urgent demands for public works caused by the rapid development of the Colony. Other factors in causing delay have been the difficulties arising out of the contract for the foundation, the necessity of removing the Praya Reclamation Office in order to clear the site and, subsequently, of piling the area which it had occupied and the difficulty of obtaining a tender to construct the superstructures for a reasonable sum. Now that these have been overcome there is every prospect of the work progressing satisfactorily, though, on account of the large quantity of dressed granite to be employed—over 150,000 cubic feet—progress must necessarily be slower than if brick and plaster were used, in the case of most of the buildings around us. The building when completed will be in every way worthy of the Colony, and of the high purpose it is designed to serve, and it may safely be predicted that in it, that justice, which plays so important a part in British rule, will continue to be administered for many years to come. I would now ask you, Sir, to lay this stone and for this purpose I have to hand you this trowel and mallet, which are the gift of the contractor, Mr. Chan A Tong.

The Chief Justice made a few remarks upon the present Supreme Court, and the practical working of the administration of justice therein. In the name of all the members of the legal profession, he congratulated H. E. that all obstacles having at length been overcome the foundation stone was about to be laid of an edifice which, he thought, would be worthy of the Colony and conducive to the due and proper administration of British justice. After making several witty allusions to the difficulties which at present beset the judges in their task by reason of the close proximity of the Post Office, he concluded by observing that the relations between the bench, the bar and the solicitors were most amicable, and justice was administered without undue delay or friction.

His Excellency then laid the foundation stone, observing that he did so in the name of justice. In the course of his subsequent observations he referred to the many difficulties encountered by the authorities in the choice of a suitable site and the preparation of satisfactory plans which accounted for the delay in the work. He, himself, had experienced the impatience of uneducated ignorance and had personally endeavoured to expedite matters, but upon going into details he had realised the enormous difficulties that beset the P. W. D. and left their offices with a chastened spirit. He alluded to the enormous progress which the Colony had made of late and drew a brilliant picture of the future importance and prosperity which the Colony may attain when the Kowloon-Hankow railway will be completed, and when the building, of which the foundation stone was now laid, would be a fitting and proper temple for the impartial and incorruptible administration of justice tempered with mercy.

FIRE IN THE KOWLOON  
TORPEDO DEPOT.

The news has leaked out of a small fire, which occurred on Friday night, in the torpedo depot at Kowloon. It appears that shortly after 10 p.m., the officer in charge of the Naval men, stationed in this auxiliary yard, had his attention drawn to smoke issuing from the shed in which the electric cables are stored. He promptly investigated the matter, and discovered that a number of canvas screens, stored close to the door, had caught fire and that the flames were rapidly spreading among the wooden reels upon which the cable is stored. The dockyard fire-engine was quickly on the spot, and with the help of the police the fire was soon under control. The whole place was full of smoke, and at first it was feared that considerably more damage had been done than subsequently appeared. A number of the wooden reels were badly charred, and it is probable that a good deal of the cable, which is coated with Indian-rubber insulation, will have been damaged by the heat. Beyond this there has been no serious loss, but the escape was a lucky one for the store is full of valuable electrical instruments and there is a good deal of woodwork about it. Had the fire not been discovered until it had begun to get a hold it is impossible to estimate the magnitude of the disaster that might have occurred. The particular store in which the fire started is in very close proximity to, and partially surrounded by, a large quantity of wood, and if this had caught fire the whole dockyard would have been in a blaze in no time. As it was, however, the prompt manner in which the matter was dealt with by the gunner in charge saved what threatened to be a very serious piece of business. The origin of the fire has not been ascertained, and, we believe, the only explanation forthcoming is spontaneous combustion, as work had ceased for several hours.

CHINESE ENGINEERING AND  
MINING CO., LIMITED.

## DIRECTORS' REPORT.

The Directors beg to submit herewith the Audited Accounts for the year ending the 28th February, 1903.

The Profit and Loss Account, after providing for interest on the Debenture issue, the proportion attributable to the year in respect of the redemption of Debentures, and the expenses of Administration in Europe, shows a balance of £81,354 3s. 5d., including the sum of £3,521 10s. 8d. brought forward from the previous year. Out of this sum, £4,682 10s. 6d. has been written off from the Preliminary Expenses Account, £3,000 has been transferred to the Reserve for Depreciation Account, leaving an available balance of £56,671 12s. 11d. The Board propose that a Dividend be declared of Five per cent. on the Share Capital, which will absorb £50,000, leaving a balance of £6,671 12s. 11d. to be carried forward, subject to provision being made for Income Tax.

The Board regret to have to report in reference to the Works at Ching Wan Tao that, in the month of February last, it was ascertained that the jarrah piles used in the construction of the breakwater had been attacked by the teredo navalis or sea worm, and that the piles would have only a very short life. Operations on the breakwater were therefore immediately suspended and arrangements were subsequently made with the contractors for the termination of their contract. Under the advice of the Consulting Engineers a rubble slope is being constructed which will serve to protect the pier during the coming winter and form a basis for the further works which will be necessary.

The Board have pleasure in stating that the sales for the current financial year show a satisfactory increase over those for the corresponding period of the past year, both as regards tonnage and value.

The retiring Directors are Mr. G. T. Symons, Mr. G. P. Wallford, Mr. Georges de Laveleye and Mr. Victor Stoclet who offer themselves for re-election.

The Auditors, Messrs. John Annan, Dexter & Co., retire in accordance with the Articles of Association, and, being eligible, offer themselves for re-election.

The Transfer Books will be closed from the 7th to the 31st October, 1903, inclusive.

By order of the Board,  
ALF. W. BERRY,  
Secretary.

30th September, 1903.

## CRICKET.

## H. K. C. C. versus GARRISON.

The following will represent the Club in the match to be played on Saturday, the 14th inst., commencing at 11 a.m.:—

Arthur, Bird, Cooper, Dixon, H. Hancock, Maitland, Pearce, Sercombe Smith, Turner, Ross and E. Mast.

## SHIPPING AND MAILS.

## MAILS DUE.

American (*Nippon Maru*) to-morrow.  
Tacoma (*Olympia*) 16th inst.  
French (*Armand Behke*) 16th inst.  
Indian (*Arratoon Apar*) 16th inst.  
American (*Siberia*) 20th inst.  
Australian (*Eastern*) 20th inst.  
Indian (*Laisan*) 23rd inst.  
Tacoma (*Tacoma*) 4th prox.

The C. P. R. Co.'s s.s. *Empress of China* arrived at Vancouver at noon on 11th inst.

The T. K. K. s.s. *Rosella Maru* left Manila yesterday evening, and is expected here on Friday, 13th inst., p.m.

The C. N. Co.'s s.s. *Katong* left Manila for this port on 11th inst., and is expected to arrive here on 14th inst., at daylight.

The H. A. L. s.s. *Aragonia* from Hamburg left Singapore for this port yesterday, p.m., and may be expected here on or about 17th inst.

The N. Y. K. s.s. *Tanba Maru* (European Line) left Singapore for this port to-day, and is expected to arrive here on 18th inst., at 6 a.m.

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.



## TELEGRAMS.

(Reuters.)

## The Panama Canal.

LONDON, 10th November.  
The Panama Republic has appointed a Commission to negotiate a Canal Treaty with the United States.

## The Lord Mayor's Banquet.

The Prime Minister in his speech at the Guildhall on the 9th instant said that in the Far East as well as the Near East there are subjects giving food for much thought, if not for profound anxiety, but in regard to the Far East there was no more passionate advocate of peace than the Tsar of Russia; and our allies in Japan were certain to show moderation, discretion and judgment in making demands.

The Macedonian question was far more complicated, and had been the cause of infinite political complications. It was impossible that Austria and Russia, representing the signatories of the Berlin Treaty, could allow the Reform Scheme to be rejected either by direct repudiation or incessant delay.

LATER.

## Agitation in Russian Armenia.

The Armenian Provinces of Russia are agitated owing to the confiscation by the Government of Church property, and the agitation is intensifying. The soldiers after surrounding the residence of the Catholicos Etchmiadzin forced an entrance and seized the entire treasury, amounting to half a million roubles. The Armenians are bitterly incensed.

(Manila Cables.)

## German South-West Africa.

LONDON, 6th November.  
There has been a murderous uprising in Damaraland. The troops were overpowered and the fort burned.

A number of English families have been taken prisoners by the natives and the worst fate is feared for them.

Heavy fighting is now going on. England may join Germany in sending a powerful body of troops into Damaraland and will teach the blacks a lesson.

## Resignation of Mr. O'Brien.

William O'Brien has resigned from Parliament.

## Japan and China.

TOKIO, 6th November.  
Japan has sent word to China that any acceptance of Russian protection, or any treaty with Russia for the latter's continued occupation of Manchuria, or for the giving to Russia of any rights over Japan, will be construed as the act of an enemy.

Japan's word to Peking is certainly aggressive and is considered as a plain threat that if China prefers the friendship of Russia to that of Japan that Japan will make her pay dearly for her bad judgment.

(Der Ostasiatische Lloyd.)

## News from Europe.

Berlin, 6th November.  
The formation of a new Republic on the Isthmus of Panama, in preparation for the building of an international trade route through Central America, is causing great satisfaction to German interests. These are so far in no way menaced by the Colombian revolution. Consequently, it is not intended to send German men-of-war to the scene of the trouble.

The London Times publishes a rather provocative article about Germany, who is accused of inciting a conflict between Japan and Russia. Having regard to the fact that Germany has recommended from the very first a friendly settlement between the two Powers and always declared that it was convinced such could be attained (as can also be seen from our Berlin telegrams during the last six months—The Editor), there is great anger in Germany about these statements of the London paper and its intimations are denied in rather harsh terms.

H. M. the Kaiser and Count Bülow have returned to Berlin.

H. M. the Kaiser was represented at the obsequies of Professor Mommsen by the Crown Prince who, in the name of his father, laid a wreath on the coffin.

A European East-Asian Commercial Company has been formed in Lyons for the purpose of furthering French commerce with China and Japan.

7th November.

The reports from Capetown about the revolution in German South-West Africa are rather exaggerated. An expedition for retaliation of the sudden attack of the Borelzwarts upon Warmba has, however, also left for the scene of the troubles.

The Powers are supporting the Murztag programme in principle only, while a discussion of the details is carefully avoided, in order not to endanger joint action. In the meantime, the Sultan is anticipating the demands of the Powers by issuing a general amnesty.

The Government of the United States has already assumed, in accordance with international law, official relations with the new Isthmus Republic. No objection has so far been raised by other Powers. The United States announces that it has already concluded a treaty with the new Republic with regard to the building of the Canal.

LATEST reports from Tangiers show that the rebellion in Morocco is gaining ground. The Pretender has just occupied the town of Taza, the expedition despatched by the Sultan to thwart the Pretender's advance having failed completely.

## LAND COURT APPEAL CASES.

INTERESTING APPLICATION.

At the Supreme Court this morning, before the Chief Justice (Sir W. M. Goodman), and the Puisne Judge (Mr. A. G. Wise), the Attorney General (the Hon. H. S. Berkeley), instructed by the Crown Solicitor (Mr. F. B. L. Bowley) applied, on behalf of the Crown, for leave to adduce evidence on the hearing of the appeal against the decision of the Land Court in the case of Lam Tseung Fuk and Lam Tak Luk, who claimed a tract of foreshore and seabed extending from the old boundary of British Kowloon City to a distance of 14 miles in front of Kowloon City and the village of Chiwan, and in the case of Ho Lap Hun, who claimed 621 mow of land, extending from Lyemun to Kowloon City for about 24 miles. In the first case the Land Court had allowed the claim for an area of 49.59 acres, and had allowed the whole of Ho Lap Hun's claim.

The Attorney General said it would be within the recollection of the Chief Justice that, some short time ago, he obtained his permission to appeal to the Full Court against certain, what might be called decisions—findings—of the Land Court. The application for leave to appeal was made within a few days of the passing of an Ordinance, specially passed, to enable the Crown, in the circumstances arising in the case he was about to bring under their Lordships' notice, to appeal. Up to that time there had been no power reserved to the Crown to appeal against any decision of the Land Court, and when the Ordinance establishing the Land Court was passed it was assumed that cases which would come under its ken would be of small importance—settling, practically, titles as between itself, of peasant farmers and not involving any larger interests in which the public of the Colony would be interested. However, as their Lordships knew, the progress of Hongkong has been exceptional and almost unique in the history of Colonies of the Empire during the last few years, and the result has been that claims to land, heard before the Land Court, or as it should be more properly called, the Lands Titles Commission, which at first were of little or no value have suddenly sprung into value of extreme greatness. The Ordinance to which he referred, No. 13 of 1903, was passed on the 18th August last, and under one of the sections the Chief Justice was empowered at any time before a title has been granted under section 14 of the principal Ordinance, upon good cause shown grant to the Attorney General leave to appeal to the Full Court of the Supreme Court from any decision of the Land Court heretofore made, or hereafter to be made, on any claim in relation to land in the New Territories (other than a decision on a claim for compensation under section 14 of the principal Ordinance) in respect of which the Land Court shall certify that the value of the claim is over \$5,000, or that there are special reasons why the case should be allowed to go to appeal: such leave may be granted whether the Crown was or was not represented before the said Land Court on the hearing of such claim; and pending such appeal of the Chief Justice may stay all proceedings arising directly or indirectly out of any decision on any such claim so appealed from.

The Chief Justice:—What you really want is to be able to adduce further evidence.

The Attorney General replied that he was giving the Court a history of the case. Certain claims came before the Land Court, amongst others being those made by Lam Tak Luk and Ho Lap Hun. The Crown was not represented on either of those cases going before the Court. Their Lordships were doubtless aware that, under the law of this Colony both by virtue of the Land Courts Ordinance and by virtue of the Convention with China, all land in the new Territory is the property of the Crown, which, therefore, is interested in every case coming before the Land Court. It is in the position of owner of the land, who has given by law a right to certain persons, called claimants, to establish, if they can, certain claims to dispossess the Crown.

The Puisne Judge:—Do you ask us now to give you leave straight away?

The Attorney General replied that he did, as the Crown was not represented at the hearing of the claims before the Land Court. In the first paragraph of the affidavit of the Crown Solicitor, filed yesterday, it was stated that no notice was received by or on behalf of the Crown on the hearing of the claims. The Crown had no notice, and was not represented, and, therefore, was not liable to be charged with negligence in not appearing when they might have done so. As a fact they had no notice of the hearing, and it had never been a practice to give notice, and until it became apparent from certain decisions, which raised most important public questions, it had never been considered necessary that the Crown should attend. So the claimants did nothing out of the way in not giving notice, although, on the other hand, they could not say the Crown did anything out of the way because they did not give them (the Crown) notice. He thought that the fact was worth much in considering his motion for leave to adduce evidence. The Crown appealed against the Court below on the construction of the foreign law of China; they appealed, first of all, on the ground that the evidence adduced was fraudulent and were prepared to substantiate the statement if permitted to give evidence on the appeal.

The Chief Justice said his learned colleague and himself thought that, *prima facie*, the application was both proper and right. They should be able to give evidence; and the only point was that, before granting it, they would like to hear whether the other side had anything to say against it. He thought the best course to adopt, subject to what the Attorney General had to say, would be to treat the matter under the Code, sections 248 and 249, so that they might give the Crown leave to serve notice on the other side for them to show cause why such an application be not granted, on the day

of the appeal—Monday week. They had ample time as it was necessary to give only four days' notice, and if the other side had no cause to show to the contrary to convince the Court that the Crown had not a right to call fresh evidence then they would be able to do it, and the other side could not say they were taken by surprise.

The Attorney General said his object was to prevent them from being taken by surprise.

The Chief Justice said he did not wish to do anything behind their backs. The application was not asked for at the time.

The Attorney General thought his Lordship did not quite comprehend the nature of the application. He was not asking for leave to file any particular class of evidence, but only for leave in general to adduce evidence, and if that was granted then he would file his affidavits which the other side would have an opportunity of answering before the appeal came on. Otherwise on the day of the appeal the argument would come on and they would say they knew nothing whatever of the affidavits filed, and the result would be a further delay. On the other hand, if he was given general leave to adduce evidence without anyone appearing on the other side to object they would know exactly what affidavits they had to make beforehand.

The Chief Justice:—Are you in a position to serve them short?

The Attorney General:—To-morrow or the next day.

The Chief Justice said that under section 16 of the New Territories Land Court Ordinance, the Attorney General had applied to him, as Chief Justice, for leave to appeal to the Full Court. That application was granted, but if at that time he had laid before the Court some such arguments as had now been presented—that the Crown was not represented at all—and had explained that the Crown had offered no evidence, and the Land Court had arrived at a decision before hearing the Crown, inasmuch as it was very much interested as all land belonged to them, he thought he would have given them leave to adduce fresh evidence if the other side had leave also to adduce any further evidence they wished; in reply. The Attorney General did not, however, make the application and after leave to appeal had been granted the matter passed out of his jurisdiction as Chief Justice and got into the ken of the Full Court. He now applied to the Full Court to ask that, when the appeal came on, he might give evidence on behalf of the Crown, and that the other side should have leave to adduce evidence in reply to that evidence. It seemed to him a reasonable application, and he was the first to say the Attorney General had better have a rule nisi granted. It did not seem possible that the other side could show cause why he should not, and, as he (the Chief Justice) understood, he was in a position to file affidavits and the other side would have notice of the evidence, before the date of the appeal, he would grant the application and give the Attorney General leave to adduce evidence on behalf of the Crown, and the other side to give evidence in reply if they wished to do so. The note he would make was "Have leave to adduce evidence orally or by affidavit, costs of application to be costs of appeal." As regarded the question of whether the Crown could appeal without the recent Act, he was not quite clear that they could not.

The Attorney General:—Nor am I, my Lord.

The Chief Justice:—The words are that "any claimant." Now the Crown is a standing claimant by Act of Parliament of all the land, and the word "claimant" is not defined in the Ordinance. The words of the appeal clause section 16, of Ordinance 18 of 1900, are "In case any claimant shall be dissatisfied with the decision—"

The Puisne Judge:—There is no doubt now.

The Chief Justice:—I am not expressing any formal opinion. I can only say that I have my doubts as to whether it should not be included under the old Act.

It was mentioned that the appeal cases were likely to occupy the attention of the Court for a week.

## THE SEIZURE OF DOLLARS AT PENANG.

With reference to the special wire from our Singapore correspondent respecting the seizure of specie on board the s.s. *Pegu* in Penang harbour, the *Penang Gazette* of 2nd inst. says:—

It will be remembered that a short time back, we pointed out that British and Mexican dollars, although their importation was prohibited, could be brought from Acheen and Deli if a permit was first obtained from the Resident Councillor. We made this announcement as we heard that trade had been interfered with to some extent by the prohibition.

A difficulty has cropped up to-day, however, which will serve as a test case as to how trade with these ports is to be conducted in the future. It appears that, on the arrival of the s.s. *Pegu* this morning from Acheen ports, she was boarded by Mr. Newland, the Chief Police Officer, and all the British and Mexican dollars on board were seized, amounting to about forty thousand.

The *Pegu* trades to various ports in Acheen where banks do not exist and it is, therefore, necessary for traders to make their remittances in coin. This they have done hitherto by sending British or Mexican dollars, and all has gone well until this trip, when the seizure as above reported took place. We cannot comment upon the affair in its present stage, but we understand that the matter has been laid before the Resident Councillor.

MORE DOLLARS SEIZED.

The *Strait Times* publishes the following telegram, dated Penang, 5th November.

A launch from Kedah was boarded by the Police yesterday.

A sum of 473 prohibited dollars was found on board and the money was seized. To-day the case came before the Police Court, but this and the *Pegu* case were postponed to the 14th inst.

## THE NINGHAI TROUBLES.

A HEAVY FRENCH CLAIM.

A *China Gazette* telegram of the 5th inst. says that arising out of the deplorable missionary squabbles at Ninghai, France has demanded five points from China as follows:—  
1.—That she will punish the local officials concerned.  
2.—Arrest and punish the chief culprits in the case.  
3.—Build a new mission as indemnity.  
4.—Pay an indemnity to those who suffered.  
5.—Not disclosed, but believed to be the most important of all.

## ROUGH VOYAGE OF THE "SULTAN VAN LANGKAT."

Captain C. E. Rimmers, master of the Royal Dutch Petroleum Co's steamer *Sultan van Langkat*, made a formal report to the Consul of the Netherlands yesterday morning (says the *N.C.P. News* of 7th inst.) relative to the voyage of his vessel from Singapore to Shanghai with a cargo of kerosene oil and liquid fuel. The steamer, as will be remembered, encountered a severe typhoon and it was feared that she was lost.

Captain Rimmers states that he sailed from the Singapore oil station on the 16th of October, bound for Shanghai, and up to the 22nd of October, experienced excellent weather. On that day, a stiff breeze sprang up, which subsequently became a terrific gale. The sea kept increasing, and became so violent that the decks assumed the appearance of the sea itself. The gear on deck was badly damaged, and stanchions, tarpaulins, etc. were all washed overboard. The engines also suffered greatly by the heavy sea.

The storm continued without abating, and on the following day a ship's council was held for the purpose of ascertaining the best method to pursue for the safety of the vessel and its crew. Between decks was filled with water, and as the steamer would not rise by the motion of the sea, it was believed that she was sinking. It was finally decided that the cargo of liquid fuel, which was in the oil tanks forward should be pumped out to lighten the steamer. After two hours' work, during which great difficulty was encountered, 87 tons of the crude oil were pumped over the ship's side. This proved to be the solution for the safety of the ship, which being lightened, naturally rose, and rode the sea with more ease.

On the 24th of October, the storm lost its force, and a calm resulted until the 27th, when again another terrific gale struck the ship. It was, however, of short duration and no further damage was sustained. It is the opinion of the Captain that the second was the same typhoon as the one encountered on the 22nd. In his report, Captain Rimmers speaks in glowing terms of the conduct of his crew during the gale.

The vessel is now undergoing repairs to her steam pipes, etc., and unloading her cargo of kerosene. She will probably sail to-morrow evening for Singapore in ballast.

## EDUCATION IN KWANGTUNG.

Mr. Chen Chien-tao, who graduated as Master of Sciences in Yale University in America, and has been in charge of a few students sent at the instance of Sheng Kung-pao, by the Chinese Government, was recently wired by the Viceroy of the Two Kwangs to at once return to China, for the purpose of taking charge of the educational affairs of the whole of Kwangtung Province. The Viceroy, at the same time, wired to Sheng Kung-pao, asking him to permit Mr. Chen to return at once. It is stated that as soon as Sheng Kung-pao's reply is received, the Viceroy will wire to Minister Liang to give Mr. Chen the necessary funds for his expenses to enable him to return. Mr. Chen is a very able scholar and progressive, and will no doubt in his new post be a great gain to China and not only to Canton.—*Shanghai Times*.

## INTERPORT RIFLE MATCH.

Following are the scores of the Hongkong team, recorded on the Kowloon range yesterday:—

200 YARDS.	
Sergt.-Inst. Davies, R.M.L.I.	55 55 55 35
Gun.-Inst. J. S. Chase, R.N.	53 55 55 32
Corp. Angus, R.E.	45 55 55 32
Col.-Sergt. F. Cross, R.M.L.I.	35 55 55 31
Sergt. Thornhill, R.E.	45 55 55 31
Corp. R. Lapsley, H.K.V.C.	45 55 55 31
Sergt. J. Parkes, H.K.V.C.	35 55 55 30
Lieut. Lammer, H.K.V.C.	45 55 55 30
Sergt.-Inst. Griffiths, R.M.L.I.	35 55 55 29
Sergt. E. Robertson, R.E.	43 55 55 28
500 YARDS.	
Lapsley	45 55 55 34
Davies	45 55 55 33
Cross	45 55 55 32
Robertson	55 55 55 32
Parkes	44 55 55 32
Lammer	35 55 55 30
Chase	24 55 55 27
Griffiths	25 55 55 26
Thornhill	24 55 55 25
Angus	34 55 55 23
600 YARDS.	
Davies	55 55 55 34
Robertson	54 55 55 31
Griffiths	45 55 55 31
Lapsley	44 55 55 30
Cross	35 55 55 29
Thornhill	55 55 55 29
Lammer	44 55 55 28
Chase	24 55 55 27
Parkes	45 55 55 24

The aggregate was as follows:—

200 500 600 Total.	
Davies	35 33 34 102
Lapsley	31 34 30 95
Cross	31 32 29 92
Robertson	28 32 31 91
Lammer	30 30 28 88
Parkes	30 32 24 86
Griffiths	29 26 31 86
Thornhill	31 25 29 85
Chase	33 27 24 84
Angus	32 23 27 82
Total	310 294 287 891
Average per man, 89.1.	

The total for Singapore was wired to-day to the Hon. Secretary of the local Association, as 927, thus beating Hongkong by 36. We publish the result by the courtesy of Mr. Mowbray S. Northcote.

## COMMERCIAL.

TO-DAY'S INTELLIGENCE.

With money easier both here and at Shanghai the outlook in the share market is decidedly brighter. In Hongkong and Shanghai Bank shares business was done at \$640, the improvement in the rate being, no doubt, due to the further drop in exchange.  
Shanghai reports Farnham at Tls. 125 to 127.50 and Langkat Tls. 285 to 290.

## SHANGHAI SHARE REPORT.

Messrs. J. P. Bisset & Co. write in their share report, dated the 6th inst., as follows:—  
The race holidays have almost entirely interfered with business since our last, practically nothing will be done until next week. The T. T. Rate is 7/64.

SHIPPING.—*Indo-China*.—We have to record a weakening tendency in this stock, which has steadily declined from Tls. 56 for December to 54, and for March Tls. 58 to 56. No cash business reported. The latest quotation from Hongkong is \$77.

DOCKS & WHARVES.—*S. C. Farnham, Boyd & Co.*—remains unchanged with buyers at the following quotations:—Tls. 118 cash, 119 November and 120 December. *Shanghai and Hongkong Wharves* have been placed at Tls. 225 for March.

INDUSTRIAL.—*Ewo Cottons* have been dealt in at Tls. 33 for cash. *Shanghai Gas*.—A single transaction is reported at Tls. 108. *China Flour*, Tls. 65 c.m. at par. *Mitsubishi*, &c. in *Langkats* have somewhat improved, and business has been done at Tls. 258, 270 & 274 for cash. For November Tls. 274 & 271 was done early in the week, and 275 for December. For March 285 and 283 3/4 is reported with buyers at the latter rate.

## EXCHANGE.

In Messrs. Doney & Co's report of the 30th ult., the following interesting remarks on exchange appears:—

The past week had seen another sudden fluctuation in exchange, which in four days fell over 3/4. The feeling of insecurity in regard to the future is accentuated when a drop of 1d in Silver is followed by a fall of 1d in rates. We are to-day 2 1/2 per cent. below Silver, but the tale is not likely to permanently remain so far separated from the laying down cost. The question is: Will Silver fall to a par with rates, or will rates rise to a par with Silver? Judging by precedent, the two must come together before long.

## MONEY AND THE MARKETS.

We make the following clipping from the "City Notes" column of the *Sketch*:—

Jobbers complain that there is no business, and, if a broker appears, many of them will scarcely "make a price" in the best class of investment stocks, for fear of having a purchase thrust upon them; and, as the devil always finds mischief for idle hands to do, Capel Court is full of all kinds of pessimistic rumours, in which the names of even leading joint-stock banks are bandied about with a freedom that might easily produce results more serious than some of the scandal-mongers would care to contemplate.

How low the spirits of the Stock Exchange have fallen may be judged from the following story, which was told us in all seriousness by a member of the House this week. A jobber had brought off a deal which gave him a profit of £3 5s. 0d., and was so elated at his good fortune—that he begged a friend—also a member—to come out and have a drink with him, to celebrate the biggest profit he had made this month. When they got to the Lyons establishment, the fortunate one asked his companion "to give it a name." "Well, if you don't mind, I would rather have a plate of cold meat, old man," was the reply, "for, to tell you the truth, I have not tasted a decent bit of food for two days!"

We don't believe it, nor are we collecting subscriptions for indigent members of the Stock Exchange, but people don't tell that sort of tale in good times.

## SILVER.

The white metal is the one bright spot in the otherwise overcast financial horizon, and when all kinds of stock, to say nothing of most metals, are going down from day to day, silver is moving up by leaps and bounds. Our readers are probably neither bulls nor bears of silver, and, very likely, think the Metal Market is of no interest to them; but while lead, tin, and such-like things may be of little importance to the ordinary investor or speculator, the Silver Market is one of the most important factors in the value of so many securities, that any serious improvement in its price affects the fortunes of many more people than are aware of it. To the holders of Mexican Rails, and, indeed, of all things Mexican, an improvement in silver is a godsend. Chinese, Japanese, and all Eastern concerns, in normal times, respond to a rise in silver with considerable alacrity, and even in these dull days a strong market for the white metal prevent silver securities from tumbling down at the same rate as everything else.

To the holder of Mexican Rails, a penny an ounce on silver is better than the fastest traffic-return, and just now the market looks really good. Eastern trade is active, the stock held by the Indian Government is small, and considerable purchases have been made within the last few days for coinage purposes. The bears think that further amounts must be bought for both the Indian bazaar and the Government, and they have assisted the rise by their hurry to scramble in.

## TO-DAY'S EXCHANGE.

ON LONDON, Telegraphic Transfer	105 5/16
Bank Bills, on demand	105 1/8
Credits, 4 months' sight	105 1/8
Diments 4 months' sight	105 1/8
ON BERLIN (demand)	105 1/8
ON PARIS, Bank Bills, on demand	224
Credits, 4 months' sight	224 1/2
ON NEW YORK, Bank Bills, on demand	43 1/2
Credits, 30 days' sight	44 1/2
ON DOMINION, Telegraphic Transfer	134 1/2
ON SHANGHAI, Telegraphic Transfer	134 1/2
Private 30 days' sight	134 1/2
ON YOKOHAMA, T.T.	134 1/2
Sovereigns, Bank's Buying Rate	\$11.40
Gold Leaf 100 touch, per tael	\$8.60
Bar Silver	26 1/2

To-day's quotations are as follows:—

Per cwt.	
MAJWA NEW	900/90
" LAST YEAR	980/100
" OLDEST	1,100/1,130
PATINA NEW	1,130
BEVERAS NEW	1,127 1/2
PERSIAN (PAPER)	800/850

## To-day's Advertisements.

NOTICE.

THE ADDRESS TO H. E. SIR HENRY A. BLAKE, G.C.M.G., has been PREPARED by the COMMITTEE and is now circulated for SIGNATURE.

All residents in the Colony are cordially invited to sign the address. Special Copies for signature will be found at the undermentioned houses:—  
The Chartered Bank of India, Australia & China.

The Hongkong & Shanghai Banking Corporation.

The Hongkong Club.

The Lusitanian Club.

The "Catholic Union" Club.

Messrs. Kelly & Walsh, Limited.

Messrs. A. S. Watson & Co.

Messrs. Lane, Crawford & Co.

Messrs. Campbell, Moore & Co.

The address will be presented to H. E. The Governor by the Chief Justice in the City Hall at 11 a.m. on Saturday, 21st November, 1903, when all signatories are invited to be present.

By Order of the Committee.  
E. A. HEWITT.

Hongkong, 12th November, 1903. [1356]

FOR SHANGHAI, YOKOHAMA AND KOBE.

THE H.A.L. Steamship

"ARAGONIA."

Captain First, will be despatched for



## Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.  
AND  
CHINA MUTUAL STEAM NAV. CO., LD.  
JOINT SERVICES.TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,  
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA  
AND SUMATRA PORTS.FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT  
MONTHLY SAILINGS FOR LIVERPOOL.

## OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"ACHILLES"	On 12th November.
GLASGOW and LIVERPOOL	"PROMETHEUS"	On 17th November.
GLASGOW and LIVERPOOL	"PELEUS"	On 28th November.
GLASGOW and LIVERPOOL	"DARDANUS"	On 5th December.
GLASGOW and LIVERPOOL	"YANGTZE"	On 12th December.

S.S. "ACHILLES" left Singapore 7th inst. a.m. and is due here 12th inst.

S.S. "PROMETHEUS" left Singapore 10th inst. p.m. and is due here 17th inst.

## HOMEWARDS.

FOR	STEAMERS	TO SAIL
*GENOA, MARSEILLES & LPOOL	"NINGCHOW"	On 20th November.
LONDON & ANTWERP	"POLYPHEMUS"	On 24th November.
MARSEILLES, LONDON & A'WERP.	"HYSON"	On 8th December.
*LIVERPOOL	"ACHILLES"	On 15th December.
MARSEILLES, LONDON & A'WERP.	"PROMETHEUS"	On 22nd December.
MARSEILLES, LONDON & A'WERP.	"DARDANUS"	On 5th January.

S.S. "NINGCHOW" from Tacoma via Japan is due here 15th inst.

\* Taking Cargo for Liverpool at London Rates.

## TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via	"OANFA"	On 11th November.
NAGASAKI, KOBE and YOKOHAMA.	"PELEUS"	On 30th November.

S.S. "DEUCALION" left Victoria, B.C., 28th Oct. for Yokohama, Kobe and Hongkong.

For Freight, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 10th November, 1903.

## CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"KWELIN"	14th November, at 5 P.M.
KOBE	"CHANGSHA"	16th "
ILOILO	"WUOHANG"	16th "
SHANGHAI	"HUPEH"	17th "
MANILA	"TSINAN"	17th "
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNS, VILL, BRISBANE, SYDNEY and MELBOURNE	"KAIFONG"	18th "

\* The Attention of Passengers is directed to the Superior Accommodation offered by these  
steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly  
qualified Surgeon is carried.

Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.  
Taking Cargo and Passengers at through Rates for all New Zealand and other Australian  
Ports.

N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND  
AUSTRALIAN PORTS.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 12th November, 1903.

## Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers  
between Hongkong and Manila.—Saloon amidships—Electric  
Light—Perfect Cuisine—Surgeon carried.—All the most up-to-  
date arrangements for comfort of Passengers.

CHINA AND MANILA  
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For.	Sailing Dates.
RUBI	2540	R. W. Almond	MANILA (DIRECT)	SATURDAY, 14th Nov., at 5 P.M.
ZAFIRO	2540	R. Rodger	—	SATURDAY, 21st Nov., at 10 A.M.
PERLA	1980	J. McGinty	—	—

For Freight or Passage, apply to

SHEWAN, TOMES & CO.  
GENERAL MANAGERS.

Hongkong, 12th November, 1903.

## PORTLAND &amp; ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND  
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,

FOR

PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail
"INDRAPURA"	4,899	A. E. Hollingsworth	Nov. 14, 1903.
"INDRASAMHA"	5,197	W. E. Craven	Dec. 14, "
"INDRAVELLI"	4,899	R. P. Craven	Jan. 14, 1904.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and  
United States Ports. For through rates of Freight and further information, communicate  
with or apply to

ALLAN CAMERON, General Agent.

12566]

OSAKA SHOSEN KAISHA.

PROPOSED SAILINGS.—SUBJECT TO ALTERATIONS.

Destinations.	Steamers.	Captains.	Sailing Dates.
FOR TAMSUI	"DAIGI MARU"	T. W. Groves	SUNDAY, 15th Nov.
FOR ANPING	"MAIDZURU MARU"	K. Akashi	TUESDAY, 11th Nov.
FOR FOCHOOW	"ANPING MARU"	J. Poto	SUNDAY, 22nd Nov.
FOR TAMSUI	"DAIJIN MARU"	T. Ogata	SUNDAY, 22nd Nov.

\* Via SWATOW and AMOY.

The Company's new steamers are specially designed for the coast trade of South China  
and Formosa and are fitted with all modern improvements. Excellent accommodation is  
provided for first class passengers, and a duly qualified doctor is carried.  
All steamers carry the Imperial Japanese Mail, subject to periodical inspection by the  
Government Marine Surveyors, and are registered in the highest class at Lloyd's.  
Steamers will go alongside the Co.'s Pontoon at the Customs' water-front premises at  
Tamsui and all passengers and cargo.

By the Co's steamers for Shanghai, through Bills of Lading issued for Cargo to Yangtze  
River Ports, as well as for North China Ports, in connection with the NIPPON YUSEN KAISHA's  
steamers from Shanghai.For Freight, Passage and further information, apply at the Co's Local Branch Office, at  
No. 8, Des Voeux Road Central.

Hongkong, 12th November, 1903

T. ARIMA, Manager.

11379c

## Shipping—Steamers.

CHINA NAVIGATION COMPANY,  
LIMITED.  
HONGKONG-MANILA.  
REDUCED SALOON PAS-  
SAGE MONEY.

SINGLE, \$20. RETURN, \$35.

STEAMERS fitted throughout with Electric  
Light. First Class Accommodation. Un-  
rivalled Table. Duly qualified Surgeon carried.  
BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 8th July, 1903. [804c]

## STEAM TO CANTON.

THE Splendid New Steel Twin Screw  
Steamer

"KWONG CHOW."

1,474 Tons, Captain Walker, leaves HONG-  
KONG for CANTON at 8.30 P.M. on SUNDAYS,  
TUESDAYS and THURSDAYS, returning  
to Hongkong the following days leaving  
CANTON at 5 P.M. Unexcelled Accommoda-  
tion for First Class Passengers. Ship lighted  
throughout by Electricity.

Passage Fare, \$4 Single Journey.

Meals \$1 each.

The Company's Wharf is West of the Hong-  
kong Harbour Master's Office.

SHIU ON S.S. CO., LTD.,

No. 8, Queen's Road West.

Hongkong, 30th May, 1903. [1322c]

## HONGKONG-MACAO LINE.

S.S. "WING CHAI."

Captain SAMUEL BELL SMITH.

DEPARTURES from Hongkong, on Week  
Days, at 7.30 A.M.; on Excursion Sundays,  
at 8.30 A.M.; from Macao, Week Days at about  
2 P.M. and Sundays about 7.30 P.M.FARE.—(Week Days) 1st Class (including  
cabin and servant), \$3; Return Ticket, \$5.  
2nd Class, \$1; 3rd Class, 50 cents.On Excursion Sundays, 1st, 2nd, and 3rd Class  
Single Ticket, \$2; Return Ticket, \$3. Return  
Ticket including Tiffin and Dinner either on  
Board or at Macao Hotel, \$5. On Sundays  
\$5 extra will be charged for each cabin with  
accommodations for two or more passengers.WHARF—At the Western end of Wing Lok  
Street.The Steamer runs an Excursion Trip EVERY  
SUNDAY. It takes only 3½ hours to reach  
Macao.

MING ON &amp; CO.,

2nd Floor, No. 16, Victoria Street.

Hongkong, 7th September, 1903. [1073c]

FOR KOBE, NAGASAKI AND  
WLAIDWOSTOCK.

THE Steamship

"KOWLOON."

Captain Stehr, will be despatched for the  
above Ports, on MONDAY, the 16th instant,  
at 5 P.M.

For Freight or Passage, apply to

HAMBURG-AMERIKA LINIE,

Hongkong Office.

Hongkong, 10th November, 1903. [1346c]

## TOYO KISEN KAISHA

## MANILA LINE.

## REGULAR SERVICE

## BETWEEN HONGKONG AND

## MANILA IN 48 HOURS.

Largest and Fastest Steamers on the route. Excellent Accommodation. Cuisine Unexcelled.  
Unrivalled Speed. Fitted throughout with Electric Light. Doctor and Stewardess carried.

Steamship.	Captain.	Tons.	Sailing Date.
ROSETTA MARU	H. S. Smith	3,876	SATURDAY, 14th Nov., at 11 A.M.
ROHILLA MARU	Ernest Bent	3,869	FRIDAY, 20th November, at 11 A.M.

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House  
Street.

K. NAKASHIMA, Manager.

Hongkong, 11th November, 1903. [1712c]

## REGULAR STEAMSHIP SERVICE

## TO NEW YORK,

VIA PORTS AND SUEZ CANAL

(With Liberty to call at PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG.

1903.	About
"ORO"	19th Nov.
"ORONO"	1st Dec.
"LOWHER CASTLE"	12th Dec.
"SIKH"	22nd Dec.

For Freight and further information, apply  
to

DODWELL &amp; CO., LIMITED,

Agents.

Hongkong, 12th November, 1903. [1337c]

## NAVIGAZIONE GENERALE ITALIANA,

(Florio and Rubattino United Companies).

## STEAM FOR

## BOMBAY VIA SINGAPORE AND

## PENANG.

Having connection with Company's Mail  
Steamers to ADEN, SUEZ, FORT SAID,  
MESSINA, NAPLES, LEGHORN and  
GENOA.

ALSO

VENICE and TRIESTE, all MEDITER-  
RANEAN, ADRIATIC, LEVANTINE,  
and SOUTH AMERICAN PORTS up  
to CALLAO.Taking Cargo at through Rates to PERSIAN  
GULF and BAGDAD, also BARCE-  
LONA, VALENZA, ALICANTE, AL-  
MERIA and MALAGA.

THE Steamship

"ISCHIA."

Captain Maganzini, will be despatched as above  
on FRIDAY, the 13th instant, at Noon.  
At BOMBAY, the Steamer is discharging in  
VICTORIA DOCK.For further Particulars regarding Freight  
and Passage, apply to

CARLOWITZ &amp; Co.,

Agents.

Hongkong, 5th November, 1903. [1333c]

## "GLEN" LINE OF STEAMSHIPS.

## FOR LONDON AND ANTWERP.

THE Steamship

"GLENSHIEL."

Captain J. McGillivray, will be despatched as  
above on FRIDAY, the 27th instant.  
For Freight or Passage, apply to  
MCGREGOR BROS. & GOW,  
Agents.

Hongkong, 5th November, 1903. [1334c]

THE AMERICAN ASIATIC STEAM-  
SHIP COMPANY.STEAMSHIP SERVICE FOR NEW  
YORK VIA THE SUEZ CANAL.

THE Company's Steamship

"HERMISTON,"

Captain W. T. Bain, will be despatched as  
above on or about WEDNESDAY, the 18th  
November.

For Freight, &amp;c., apply to

SHEWAN, TOMES &amp; Co.,

General Agents.

Hongkong, 22nd October, 1903. [1284c]

EASTERN AND AUSTRALIAN STEAM-  
SHIP COMPANY, LIMITED.

## FOR SYDNEY AND MELBOURNE.

(Calling at TIMOR, PORT DARWIN and QUEEN-  
SLAND PORTS, and taking through  
Cargo to ADELAIDE, NEW ZEALAND,  
TASMANIA, &c.)

THE Steamship

"EMPIRE."

Captain P. T. Helms, will be despatched for the  
above Ports, on WEDNESDAY, the 18th  
November, at Noon.This well-known Steamer is specially fitted for  
Passengers, and has a Refrigerating Chamber,  
which ensures the supply of Fresh Provisions,  
Ice, &c., throughout the voyage.This Steamer is installed throughout with the  
Electric Light.A Stewardess and a duly qualified Surgeon  
are carried.N.B.—To assure the additional comfort of  
passengers the steamers of the Company have  
electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON &amp; CO.,

Agents.

Hongkong, 21st October, 1903. [1283c]

AUSTRIAN LLOYD'S STEAM NAVA-  
TION COMPANY.

## STEAM FOR

## FIUME AND TRIESTE (DIRECT).

Calling at SINGAPORE, PENANG, COL-  
OMBO, BOMBAY, KARACHI, ADEN,  
SUEZ and PORT SAID.(Taking Cargo at through rates to the  
BRAZILS, SOUTH AFRICA, PERSIAN  
GULF, RED SEA, BLACK SEA, LEVANT,  
VENICE and ADRIATIC PORTS).

THE Company's Steamship

"NIPPON"

Captain Klausberger, will be despatched as  
above on FRIDAY, the 20th November, P.M.For Information as to Passage and Freight  
apply to

SANDER, WIELER &amp; Co.,

Agents.

Prince's Building.

Hongkong, 26th October, 1903. [1234c]

## WEATHER-FORECASTS AND

## STORM-WARNINGS ISSUED

## FROM THE HONGKONG

## OBSERVATORY.

## METEOROLOGICAL SIGNALS.

Meteorological signals are hoisted on the

mast beside the Time-ball at Kowloon Point

for the information of masters of vessels leaving

the port. They do not imply that bad weather

is expected here.—

A DRUM indicates a typhoon to the East-

ward of the Colony, (i.e., in the East

quadrant, N.E. to S.E.)

A BALL indicates a typhoon to the West-

ward of the Colony, (i.e., in the West

quadrant, S.W. to N.W.)

A CONE Point Upwards indicates a typhoon

to the Northward of the Colony, (i.e., in

the North quadrant, N.W. to N.E.)

A CONE Point Downwards indicates a ty-

phoon to the Southward of the Colony,

(i.e., in the South quadrant, S.E. to S.W.)

Red Signals indicate that the centre is believ-

ed to be more than 300 miles away from

the Colony.

Black Signals indicate that the centre is be-

lieved to be less than 300 miles away

from the Colony.

## NIGHT SIGNALS.

Two lanterns hoisted vertically indicate bad

weather in the Colony and that the wind

is expected to veer.

Two lanterns hoisted horizontally indicate

bad weather in the Colony and that the

wind is expected to back.

The signals are repeated on the flagstaff of

the Godown Company at Kowloon, and also,

by day only, at the Harbour Office and on

H.M.'s Receiving Ship.

## LOCAL STORM-WARNINGS.

The Colony itself is warned of approaching

typhoons by means of the Typhoon Gun placed

at the foot of the mast, which is fired whenever

a strong gale of wind is expected to blow here.

## NOTICE BOARDS.

Notice boards are placed at:—

Joint Cable Companies' Office.

Ferry Company's Pier, Ice House Street.

Blake Pier.

Post Office.

Harbour Office.

Office of the Wharf &amp; Godown Company,

Kowloon.

## WEATHER-FORECASTS AND STORM-

WARNINGS are exhibited on the above boards

daily about 11 a.m., and also at other hours,

day or night, whenever necessary. Informa-

tion of importance is also issued by "Express."

## THE CHINA COAST METEOROLOGICAL

REGISTER is exhibited at the same places daily

about noon. It contains observations made at

Hongkong and at a number of stations in the

Far East, together with Remarks, Weather-

forecasts, and information regarding the exist-

ence and movements of typhoons based thereon.

## THE LAW OF STORMS.

Further information concerning the weather

to be expected while signals are hoisted, and

sailing directions, are given in "The Law of

Storms in the Eastern Seas."

F. G. FIGG,

Acting Director.



Arriva!

Departures  
Nov. 12.

### Vessels in Port.

100

# CHRISTMAS

# BOXES

FOR HOME

# E FRIENDS

S.

STOCKS.	PAID UP VALUE.	LAST DIVIDEND.	TO-DAY'S QUOTATIONS.
---------	-------------------	----------------	-------------------------

		BANKS.	
g and Shanghai		{ Div. of £1.10/- @ 1/8 = \$18 for half	
g Corporation, Ltd.	\$ 125	{ year ending 30.6.1903 .....	\$637 1/2 b.
Bank of China, Ltd.	\$ 8	{ 31 = \$1.954 for 1902 .....	\$20 b.
Founders.....	\$ 1	None .....	\$10
MARINE INSURANCES.			
Society of C'lon, Ltd.	\$ 100	32 per cent = \$32 per share for 1902 .....	\$492 1/2 b.
aders' In. Co., Ltd.	\$ 25	16 % = \$3 per year ended 30.4.1902 .....	\$74
ina In. Co., Ltd.	\$ 25	Final of £3 making £2 for 1902 .....	Tls. 216 s.
In. Association, Ltd.	\$ 60	20 % = \$12 for 1901 .....	\$135
n. Office, Ltd.	\$ 50	30 % = \$15 per share for 1902 .....	\$175
FIRE INSURANCES.			
g Fire In. Co., Ltd.	\$ 50	\$22 1/2 per share for 1901 .....	\$320 s.
re In. Co., Ltd.	\$ 20	\$6 per share for 1901 .....	\$90
SHIPPING.			
g, Canton, & Macao	\$ 15	\$1 1/2 for half-year ending 30.6.1903 .....	\$3 1/2
ge Co., Ltd.	\$ 10	5 % = 1/- per share for 1902 .....	\$7 1/2
na S. N. Co., Ltd.	\$ 50	10 % = 5/- per share for 1902 .....	\$10
Manila S.S. Co., Ltd.	\$ 10	Div. of \$3 for year ended 30.6.1903 .....	\$31 b.
Steamship Co., Ltd.	\$ 50	\$1.20 } = 12% for year ending 31.12.03 .....	\$26 b.
erry Co., Ltd.	\$ 10	60 cts. } 30 1/4 '03 .....	\$16
Transport & Trading	\$ 1	3rd Interim of 8d. for 1902 .....	£0.18/- b.
& Lighter Co., Ltd.	Tls. 50	Interim of 2 % for 1903 .....	Tls. 30
Tug & Lighter Co.,	Tls. 50	Interim of 4 % = Tls. 2.00 .....	Tls. 55 sa.
Preference.....	Tls. 50	Interim of 3 1/2 % = Tls. 1.75 .....	Tls. 50 sa.
REFINERIES.			
gar Refining Co., Ltd.	\$ 100	Fin. of \$7 making \$12 for 1901 .....	\$97
gar Refining Co., Ltd.	\$ 100	\$3 per share for 1897 .....	\$10
gar Cultivation Co.,	Tls. 50	Fin. of 7 % for year ending 30.9.02 .....	Tls. 60
MINING.			
ining Co., Ltd.	\$ 11	None .....	\$1 1/2
rançaise des Char-	Fr. 250	Fin. of Frs. 30 making Fcs. 60 for 1902 .....	\$600 s.
ustralian Gold Mining	£0.18.10.	No. 12 of 1/- per share 28.1.01 .....	\$8 s.
Engineering & Min-	\$ 1	No. 2 of 1/- per share 26.10.03 .....	Tls. 6 s.
DOCKS, WHARVES AND GODOWNS.			
g & Whampoa Dock	\$ 50	12 % = \$6 for 1 year 30.6.03 .....	\$202 b.
raham, Boyd & Co.,	Tls. 100	Final of Tls. 8 making Tls. 15 for year ending 30.4.03 .....	Tls. 122 1/2 b.
& Kowloon Wharf	\$ 50	Interim of \$2 1/2 for 1903 .....	\$86
wn Co., Ltd.	\$ 6 1/2	\$2 1/2 for 1902 .....	\$38
y Dock Co., Ltd.	Tls. 100	Interim of Tls. 5 for 1903 .....	Tls. 217 1/2 sa.
LANDS, HOTELS AND BUILDINGS.			
rovident Loan & Trust Co., Ltd.	\$ 10	8 % = 80 cents per share for 1902 .....	\$9 sa.
g Land Investment	\$ 100	Interim of \$6 for 1903 .....	\$153
g Co., Ltd.	\$ 30	\$2.30 per share for 1902 .....	\$35 sa.
and & Building Co., Ltd	\$ 50	Interim of \$1 1/2 for 1903 .....	\$52 1/2 sa.
at Building Co., Ltd.	\$ 50	\$6 for first 1/4 year 1903 .....	\$147 s.
use Hotel Co., Ltd.	\$ 25	2 1/2 % for year ending 30.6.03 .....	\$27 sa.
Colonies Co., Ltd.	Tls. 25	6 % for year ending 31.3.03 .....	Tls. 14
Yuse Estate & Finance	\$ 10	9 per cent. for 1902 .....	\$10 1/2 sa.
Investment Co., Ltd.	Tls. 50	Interim of 6 % for 1903 .....	Tls. 100 b.
COTTON MILLS.			
g Cotton Spinning,	\$ 10	{ Final of 60 cents, making \$1 for } 1902/1903 .....	\$14 1/2 b.
g & Dyeing Co., Ltd.	Tls. 50	3 % for period ended 31.10.07 .....	Tls. 32 1/2 sa.
g Cotton Manufac-	Tls. 100	Interim of 3 % on account of 1898 .....	Tls. 22 1/2 sa.
g-mow Cotton Spin-	Tls. 100	Interim div. of 4 % on acct. of 1898 .....	Tls. 35
g Weaving Co., Ltd.	Tls. 500	4 % for period ended 31.12.00 .....	Tls. 200
CIGAR AND TOBACCO COMPANIES.			
g, Ltd.	\$ 500	25 % for year ending 30.6.1900 .....	\$250
g Tobacco Trust Co.,	\$ 50	None .....	\$15 b.
g Sumatra Tobacco	Tls. 20	Interim of Tls. 3 per share .....	Tls. 50 1/2 sa.
MISCELLANEOUS.			
g and Cement Co., Ltd.	\$ 10	12 % = \$1.20 per share for 1902 .....	\$22 1/2 sa.
g Iron Co., Ltd.	\$ 12	Final year .....	\$91 s.
son & Co., Ltd.	\$ 10	Interim of 5 % for 1902 .....	\$14 1/2 sa.
g Electric Co., Ltd.	\$ 10	\$1 per share for 1902 .....	\$12 b.
g Electric Co., Ltd.	\$ 5	90 cents for year ending 30.4.1903 .....	\$6 1/2 b.
g & China Gas Co., Ltd	\$ 5	45 cents for year ending 30.4.1903 .....	\$6 1/2 b.
g Rope Manufactur-	\$ 50	10 % div. and 1 % bonus for 1901 .....	\$140 b.
g Ltd.	\$ 25	\$10 for 1902 .....	\$145
g & Co., Ltd.	\$ 25	15 per cent = \$3.75 for 1902 .....	\$47 1/2
g Ice Co., Ltd.	\$ 25	Interim of \$4 for 1903 .....	\$278
g High-Level Tram-	\$ 100	\$18 for year ending 31.11.1902 .....	\$320
g Co., Ltd.	\$ 6	75 cents for year ending 31.7.1902 .....	\$13 1/2 b.
g & China Bakery	\$ 50	3 per cent = \$1 1/2 for 1902 .....	\$40
g Moore & Co., Ltd.	\$ 50	Div. of \$2 1/2 for 1902 .....	\$40 s.

OFFICES: 3 DUDDELL ST.



HIGH CLASS  
GENTLEMEN'S  
OUTFITTERS.

EVERYTHING  
UP TO DATE.  
28, Queen's Road.

WILLIAM POWELL, LTD.,



28 & 34, QUEEN'S ROAD CENTRAL,  
HONGKONG,

GENERAL DRAPERS & HIGH CLASS  
DRESS-MAKERS.

HIGH CLASS  
GENTLEMEN'S  
OUTFITTERS

FAMED FOR  
SHIRTS.  
28, Queen's Road.

#### DRESSMAKING DEPARTMENT.

Ball Dresses, Bridal Gowns, In and Outdoor Costumes, Riding Habits, Cycling Skirts, Tea Gowns, etc.

#### CUT, FIT, AND STYLE GUARANTEED.

Ladies' own materials made up. This Department is under the direct supervision of a Highly Qualified English Dressmaker. Customers living at Coast Ports or inland who are unable to call for fitting should send for patterns and estimates, which will be promptly forwarded free of charge. When ordering, always send a well-fitting dress as pattern, so that we may get the exact measurements and insure perfect fit without unnecessary delay. If customer is not on our books, a deposit of at least half the amount of estimate is required on placing all making up orders; balance before delivery.

#### PARISIENNE MILLINERY.

A large selection of the latest French and English creations always arriving. Also a large stock of Plain and Fancy Straw Hats, Trimmed to order under European supervision.

#### DRESS GOODS.

Tweeds, Serges, Meltons, Freizes, Hopsacks, and full range of Fancy Dress Materials, always on hand.

#### GLOVES.

Black, Tan, White, and Beaver Kid and Suede Gloves stocked from September to end of February. Silk and Cotton in stock throughout the year.

#### HOSIERY.

Ladies' and Children's Summer Cotton, Cashmere, and Lisle Thread Hose, Children's White and Colored Socks. Ladies' Openwork and Embroidered Cashmere, Spun Silk, and Cotton Hose (Tan and Black and Colors).

#### SILKS AND SATINS.

Undoubtedly the very best stock in the Far East; and includes English and French Silks and Satins in all makes and colors, Rich Broches, Bengallines, Peau de Soies, Glacés, Foulards, Chenes; Moirés, Satin Merveilleux, Silk Duchesse, etc., etc.

#### CHIFFONS AND GAUZES.

Accordion pleated Chiffons in all widths. Plain Chiffons and Gauzes; Crepe de Chine, Satin Chiffon Cloth, Bridal Net, Embroidered Dress Nets, and Gauzes in great variety.

#### RIBBONS.

Black, White and Colored, Plain and Fancy Ribbons, in all widths and qualities.

#### LACES.

Guipure, Torchon, Valenciennes, Paris Laces and Insertions, including all the newest makes on the market. Splendid selection of new Lace Ties, Collars, and Robes, direct from the best French houses.

#### LADIES' UNDERCLOTHING.

Wool Combinations, Silk and Wool Vests, Cholera Belts, White Cotton Vests, Nainsook Chemises, Knickers, Night Dresses, Camisoles, Combinations, Bath and Dressing Gowns, etc.

#### BOOTS AND SHOES.

Stocked in English and American shapes. An entirely new stock will shortly arrive. It includes all kinds of the best makes in ladies' and children's smart Footwear.

#### CORSETS.

In the following makes:—Madam Leider, Prima Donna, The Model straight-fronted, Y, and N. Cycling.

#### THE SANAKOR.

A new and thoroughly up-to-date high class corset in rich brocade.

#### THE RIBBON CORSET.

Ideally Cool for the East; this corset is made up of bands of thick ribbon or petersham, fitting below the bust yet affording perfect support.

#### UMBRELLAS AND SUNSHADES

With natural or fancy handles, silk lace and chiffon covers in the latest fashions.

#### HOUSEHOLD LINEN DEPARTMENT.

All kinds of Bed and Table Linen stocked, Calicoes, Long Cloth Shirtings, Prints, Oxford Shirtings, Flannels and Flannel-ettes in large variety.

#### LININGS.

We hold a full Range of Dressmakers' Linings and Sundries: Satens, Linenets, Seilecias, Black, Dacks, &c.

WM. POWELL, LTD.,

DRAPERS.

MORE NEW GOODS.

DAINTY FANS, PURSES,  
CHATELAINE BAGS.  
SILK AND FLANNEL BLOUSES.

DENTS GLOVES.

CHIC NECKWEAR.  
NEW VEILINGS.  
LACE STOLEES.  
WINTER JACKETS.

GENTLEMEN'S

Dancing Pumps, Dress Shirts,  
Gloves and Ties.

SMART HIGH GRADE BOOTS.

30 different shapes and kinds,  
Perfect Style and Finish.

The Best is always the Cheapest.

#### TRIMMINGS

Of every Description. Rich Silk Appliques Silk and Motifs in floral designs. Pearl, Jet, and Bead, Silk Braid, Sequins on Net, Silk on Lace. The latest Wool Trimmings and others too numerous to mention.

#### JACKETS AND FURS.

Heavy winter Jackets, Stylish Golf Capes, Handsome Fur Coats, Capes and Jackets for travellers, Opera Cloaks and Wraps. Light Summer Rain and Dust Cloaks.

#### VELVETS, VELVETEENS,

Feather and Fur Boas, and Light Silk Chiffon, Lace and Net Ruffles and Facinators.

#### BED AND BEDDINGS

Single and Double beds, Camp, Air, and Chair beds. Infants' Cots, Hair, Flock, Feather, Rattan, and Spring Mattresses. Bolsters, Pillows, Cushions, etc., in stock or made to order.

#### CURTAINS.

Cream or White Lace in all lengths; also in Tapestry, Rep, Crettonge, and Chinelle.

#### TABLE COVERS

In all the newest designs and makes.

#### CARPETS.

Axminster, Brussels Tapestry and Kidderminster Carpet Squares in various qualities. Prices up to \$300.

#### QUILT AND BLANKET DEPT.

Silk-covered Eider Down and White and Colored Quilts. White, Scarlet, and Colored Blankets and Rugs. Silk, Velvet and Tapestry Cushions.

#### IRONMONGERY.

Standard, Table and Hanging Lamps, Coal Scuttles and Boxes, Fenders, Fire Irons, Cooking and Heating Stoves, Ranges, Fire Guards, China and Glass, Glazed Tiles, etc., etc.

#### HOUSE KEEPERS' SUNDRIES.

Brooms and Brushes, Domestic Soaps, Black Lead, Knife Powder and Boards, Butter Pats, Rolling Pins, Mouse and Rat Traps, Washing Boards, Mops, etc., etc., etc.

#### DOMESTIC.

Zinc Scullery Baths, Bedroom, Hip and Sponge Baths, Enamelled Kitchen Ware, Electro Plate, including a large Stock of Cruets.

#### GAMES:—CRICKET, TENNIS, CROQUET, FOOTBALL, PING PONG.

A large selection of Indoor Games, Hoop La! Dominoes, Chess, Draughts, Children's and Adults' Table Games stocked.

#### TOYS.

We keep every kind of Toy all the year round, from Tin Engines at 15 cts. to Magnificently Modelled Real Skin Horses at \$40; or a Cinematograph.

#### DOLLS.

Stone, Rag, Kid, Celluloid, etc. Dressed and Undressed.

#### FANCY LEATHER GOODS

For Presents, Silver, Ebony and Ivory Manicure Sets.

#### OVERMANTLES AND MIRRORS.

Handsome Gilt White and Gold, or Walnut Frames, etc., etc., with bevelled glass, English-make.

#### GARDEN TOOLS.

Iron, Wire and Rubber Door Mats.

#### TRUNKS.

Cabin, Overland and Storage Trunks. Steel, Compressed Fibre, Millboard, Willesden Canvas, Solid, Leather, etc.

#### LADIES' HAT BOXES

In various makes, Hand Bags, Portmanteaux, Suit Cases, Gladstone Bags, Rug Straps, Cash and Deed Boxes.

#### SEWING MACHINES.

Jones' Famous Hand and Treadle Machines famous throughout the East.

#### CHILDREN'S OUTFITTING.

In all his Branches.

R. G. HECKFORD,  
MANAGER.

October 24th.